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# China Mail

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## MACAO'S TYPHOON.

2,000 LIVES LOST YESTERDAY?

Fishing Fleet Missing at Sea.

GUNBOAT DAMAGED: BUSINESS STOPPED THE WHOLE DAY.

Considerable damage to buildings and shipping and loss of life is feared to have occurred at Macao where the typhoon struck with severe force yesterday after blowing practically the whole day.

The entire fishing fleet, numbering some 700 junks, is reported to have been out at the time and in the absence of news up to a late hour yesterday evening, it is believed that these have all been lost with the occupants on board.

The s.s. "Kinsan" and "Tung On" which arrived in Hong Kong this forenoon, were at Macao the whole of yesterday, but beyond experiencing a stiff blow ashore near the Praya and the usual debris flying from the tops of buildings.

During the voyage this morning, one of the vessels observed a number of junks without masts, drifting in the distance.

A report by the Customs at Macao this morning was to the effect that a passenger junk was on the rocks outside Macao. All aboard, numbering 68, have been drowned.

When the wind increased in force the boats were ordered to draw away from the wharf, and from their position they were able to see only a few junks ashore near the Praya and the usual debris flying from the tops of buildings.

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When the wind increased in force the boats were ordered to draw away from the wharf, and from their position they were able to see only a few junks ashore near the Praya and the usual debris flying from the tops of buildings.

In the inner harbour (sheltered) the effect was not badly felt, but side it was rough even at sunset.

The wide radius of the typhoon may also have had an adverse effect on the fishing fleet.

Hiding All Day.  
[From An Occasional Correspondent.]  
Macao, Sept. 28.

Waves even on the inner harbour were dashed so high that some of the shops near the river front were inundated.

Early in the morning, the blow was felt and the storm had not subsided till nearly 7 p.m.

Communications were almost entirely interrupted.

The supply of electricity seems to have been affected as even lights in several places were not in operation last night.

People hid indoors most of the day, having laid in supplies at sunrise.

Business establishments were closed throughout the day.

There may have been isolated cases of collapse of old buildings brought about by the storm.

Severe Wind Force.  
No fresh stocks of provisions arrived yesterday and prices were high this morning.

On the Praia Grande, the wind force must have been well over 100 miles an hour during the height of the typhoon about 5.30 a.m.

The centre of the cyclone passed very close.

In extent of lives lost, yesterday's typhoon is probably worse than that of 1923—when there was ample warning—but few, if any, perished ashore.

Alleged Assault On Constable.  
An assault on an Indian constable and the taking of his revolver by two men who accosted him at Yumati early in the morning on August 10 was considered at the Sessions this morning before Mr. Justice Wood.

Mr. A. Dyer Ball stated that the men had engaged the constable in conversation and then seized him from the front and also from behind. A violent struggle ensued in the course of which the constable sustained injuries to his head and arms and had a tooth broken. One of his two assailants got away with the revolver and holster but the constable held on to the other and when assistance came from a water police coxswain he was able to overpower the man and arrest him.

The second prisoner was arrested eleven days later as he was about to leave for Macao. The revolver was found shortly after the struggle on a heap of iron nearby.

In statements made after arrest the two prisoners admitted being on the scene. The first prisoner indicated the second as the man who had made the assault. The second prisoner admitted taking the revolver and assaulting the policeman.

At the court proceedings, however, both prisoners had amended their version of affairs, it was pointed out.

The two men pleaded not guilty this morning.

The whole of the morning was occupied with hearing evidence. This afternoon, His Honour (Mr. Justice Wood) will sum up for the benefit of the jury.

Mr. W. Goldsmith, who for the last twenty years has been connected with Messrs. Ullmann and Co., was entertained to a farewell dinner by a few friends at the Cafe Restaurant, Parisien, on Monday evening prior to his departure from Hong Kong on a well-earned retirement.

General Ho Ying-yum of Swatow is stated to have asked the leading unions to supply him with 200 pickets, for transport service on the Fukien front at attractive rates of pay. Pickets there have not been disbanded yet but are in communication with Canton headquarters.

Continued at foot of next column.

## BOYCOTT END.

Canton's Reasons For Settlement.

INTERVIEW WITH OFFICIAL.

Scheme to Demobilise Strike Pickets.

In the interval between the initial announcement and the actual termination of the boycott, rumours are still busy as to the outcome.

Advice from Canton is that the native merchants are practically unanimous that communications will be restored by October 1, or a few days afterwards. More than that, cannot be definitely stated.

In Hong Kong, on the other hand, a degree of pessimism prevails. The belief is that while normal conditions will be brought in, on appearances, there will remain a boycott of Hong Kong and British ships and cargo.

Those who adhere to this opinion maintain that Canton will not voluntarily call off the "strike" without obtaining concessions or terms and until such are settled, trade will still be restricted. That, however, remains to be seen.

The "China Mail" commends to its readers the article (reproduced on Saturday) from the "Canton Gazette." Against this it should be borne in mind that Mr. Eugene Chen has made no further pronouncement about the projected new taxes on luxuries, imports and exports.

Sense of Uneasiness.  
A sense of uneasiness is felt at the absence of a further statement (firstly) as to whether the termination will depend on the institution of a levy and (secondly) as to whether there will only be resumption of communications without the former trade.

An official of the Canton Government has been interviewed on the "reasons" for this latest decision.

According to a vernacular paper, this official is quoted as having denied rumours that the settlement was contingent on an understanding having been arrived at with Britain in regard to (a) a loan on the railway scheme as detailed at the peace conference (b) the allocation of the Customs Surplus of the south of China to Canton and (c) that the new taxes be collected through the Maritime Customs.

The reply of the official, as given, is that the Nationalist Government has now extended its scope to such an extent that a boycott is undesirable in general interests and that the presence of abnormal conditions in the "home area" is undesirable.

Prosperity and Peace.  
As to the luxury and other taxes, the official is said to have maintained that their collection was outside of the scope of the Customs and that the co-operation was merely desired to ensure smooth and rapid working.

An unofficial view expressed is that the Canton Government has decided to end the boycott as it is now felt that former trade connections must be resumed to bring about prosperity and peace in Kwangtung.

Semi-official schemes have been advanced, and in some cases approved, for demobilising the strikers and pickets. Such comprise (a) each man to be given a Government bounty of \$50 to seek employment (b) those unable to find work to be assisted (or recommended) to Kwangsi, Hunan and Hupeh, or to be attached to factories, public offices, etc. (c) pickets to be drafted into military service corps.

Conflicting reports continue to come in about picket activities in various parts of the province.

Attractive Pay.  
In Canton there has been a considerable decrease in the numbers on duty, but batches have still made surprise appearances here and there.

General Ho Ying-yum of Swatow is stated to have asked the leading unions to supply him with 200 pickets, for transport service on the Fukien front at attractive rates of pay. Pickets there have not been disbanded yet but are in communication with Canton headquarters.

Continued at foot of next column.

## OWNERS BLAMED.

Government and the Coal Crisis.

WHERE MINERS ERRED.

Mr. Cook Now Preaches "Organised Retreat."

London, Sept. 27.  
Both Houses of Parliament meet this afternoon to authorise for the sixth time the Emergency Powers Act.

An interesting and important debate in the House of Commons is expected.

Mr. Cook predicted over the week-end that the twenty-second week of the stoppage would be the most critical in the history of the Miners' Federation.

The President of the Board of Trade, simultaneously estimated the direct loss, so far as regards output alone, at not less than £200,000,000, to which should be added the loss of contracts.

The miners' proposals, just rejected, were a distinct concession, but the Miners' Executive realised that they must go farther.

Mr. Cook has been telling the Somerset miners that, he believed in "Organised Retreat."

"We have got to compromise. I wish we had not to compromise, but it must be forced." He added that whatever the Miners' conference on Wednesday decided, he would carry out or he would "clear out."—Reuter.

(Continued on Page 7.)

At Samchun station (just over the New Territory border), fewer pickets are on duty but "passes" and baggage are still being examined.

There is no news from Chin-shan (on the Macao frontier). Those at Lappa (facing Macao harbour) were still on duty during the week-end.

Whampoa Dispersal Camp.  
Nor is there any change in the attitude of the pickets at Kongmoon.

Orders are believed to have been sent to Hoihow for the pickets there to cease operations on October 1.

The same report says that all outport pickets will be asked to return to Canton for final demobilisation.

Those who leave voluntarily or join the service corps will be sent away. The remainder may be removed to Whampoa, as the dormitories and eating rooms in Canton city are being discontinued as from October 1. Should it be necessary, accommodation may be provided at Whampoa in the nature of a dispersal camp.

Interviewed by the "China Mail," a Chinese owner of important river shipping interests said that he preferred to wait till all was clear. He did not doubt the official communique sent out by Canton.

Waiting for a Lead.

His boats had remained idle for a good many months, manned by skeleton crews on reduced pay. To obtain full complements was easy. It was, however, necessary to send ships into dock for overhaul before taking up the run again. If there was no prospect of continued business, the outfit would not be worth while.

Owners of "outside" river steamers, the speaker remarked, were waiting for a lead from the Steamboat Co. It would be unprofitable for the smaller boats to go up and anchor in the stream on the offchance of picking up passengers and freight. They had to work on a regular schedule and go alongside a wharf. Until the Steamboat Co.'s ships used their wharves again, he did not think that the other boats would rush in.

Funds for Strikers.

[From Our Own Correspondent.]

Pakkai, Kongmoon, Sept. 24.  
A mass meeting and parade has been held at Kongmoon city to raise funds for Strike Headquarters in Canton.

All labour organisations and public offices observed the day as a holiday.

This was prior to the arrival of news of the "official settlement" announced by the Canton Government.

Continued at foot of next column.

## COUNTER-OFFENSIVE.

Sun Chuan-fang Claims Victory.

SOUTHERN ARMY REPULSED.

Decisive Battle May be Fought This Week.

[From Our Special Correspondent.]  
Further victories for Marshal Sun Chuan-fang are claimed in the latest despatches from the war zone in Kiangsi.

Although the reports are deemed reliable, it should be borne in mind that the majority emanate from Shanghai, which is in the hands of the allies.

At two points, the Nationalists are reported to have been repulsed. The number of rifles captured (several thousand) may be exaggerated.

Another point of note is that the southern troops now fighting in Kiangsi are comparatively "fresh," not having been engaged in the Hunan and Hupeh operations.

They are the 2nd, 3rd and 6th Armies, comprising mostly Hunanese and Yunnanese men, formerly mercenaries who migrated to Kwangtung when the late Dr. Sun Yat-sen was fighting Chan Kwang-ming.

Did Dietrich Have Doubts?  
Could General Chang Kai-shek have doubted their ability, as armies, when he left them in the rear, while he pushed on to Hankow in an earlier stage of the war?

These three armies were stationed between Kwangtung's northern boundary and Yochow.

Later they marched eastwards into Kiangsi, meeting little resistance until Nanchang was taken.

Then Sun Chuan-fang seems to have decided to fight in earnest.

The divisions which re-took Nanchang (capital of Kiangsi) claim to have driven off the ex-mercenaries to some distance west and south of Nanchang. They also maintain that they are maintaining their counter-offensive and that the Nationalists are falling back on the Kiangsi-Hunan border.

Big Battle This Week.  
In the north of Kiangsi, two of Sun Chuan-fang's expeditions moved up the Yangtze River and landed at different places.

They immediately went into action against the Cadets (1st Nationalist Army, one division) and other troops from the 7th and 8th armies which had been defeated from the Wu-Han sector.

Both expeditions are reported to have pushed back the southerners. It is even boasted that the allies will be marching on Hupeh province (and Hankow) very shortly.

However, the southerners are moving more troops eastwards to meet Sun Chuan-fang. Their objective is the port of Kiukiang, further down the Yangtze.

In view of the foregoing, a decisive battle is due this week.

To the North of Hankow, the position is still obscure.

Strange Complex.  
Hampered by raids by General Fan Chung-iao's White Wolf Cubs (Red Spears), Wu Pei-fu's main strength was retreating northwards away from the Yangtze.

But one detachment has broken through, southwards, on a flank, and is believed to have reached a point on the Yangtze considerably above Hankow.

Southerners are still moving up the Hankow-Peking Railway to take up new territory adjoining Honan province.

There has been nothing to report on the Kwangtung-Fukien front.

Chang Tso-jin (Fengtien party) is still promising Wu Pei-fu and Sun Chuan-fang help but he seems to be consolidating his hold on Peking and getting his nominee to become Premier (or even the new President) in place of Wu Pei-fu's men.

Shanghai, Sept. 27.  
Fengtien authorities took over the Peking garrison this morning and assumed direct responsibility for the maintenance of order in the capital.—Reuter.

One Chinese case of enteric fever (typhoid) in the city was reported to the Medical Officer of Health on Sunday.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 9/16.

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## AMERICAN FRUITS.

ARRIVING per s.s. "President Jackson" on 28th instant, FRESH AMERICAN PEARS, KOON TAI & CO., 24, Des Voeux Road Central, Tel. C. 417.

## LOST.

LOST:—Between Humphreys Building and Star Ferry on the 20th, one Velvet Apron with medals. Finder please return to 11 Cameron Road, Kowloon, Tel. K.502. Reward on return.

## TUITION GIVEN.

MANDARIN.—Expert, Pokenese Teacher, with knowledge of English, Japanese, Chinese, national phonetic alphabet. Desires to teach foreigners. Apply Mandarin School, No. 68, Hollywood Road.

## MISCELLANEOUS.

YOUR visiting cards neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.



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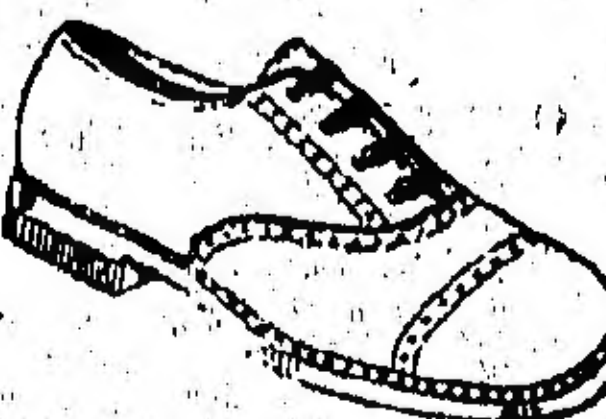
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VERY LIGHT  
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Or \$3 per dozen including duty delivered to your residence.

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Every Kind of Footwear  
MADE TO ORDER.



**CHERRY & CO.**  
6, D'AGUIAR STREET.  
Opposite Kowloon & Co.  
Telephone Central No. 491.  
Hongkong, March 25, 1914.

## NOTICES.

### REMOVAL NOTICE.

WE beg to announce that we are removing to new premises and our address on and after 1st October, will be Alexandra Buildings, Des Voeux Road, Central, ground floor.

**MUSTARD & COMPANY, LIMITED.**  
(Incorporated under the Companies Ordinance of Hong Kong)  
Hong Kong, Sept. 24, 1926.

### H. K. A. A.

**A DRIVER'S REGISTRATION BUREAU** has been formed at this office. Indian and Chinese drivers may be obtained by applying to the

Hon. Secretary,  
H. K. A. A.,  
c/o Hong Kong Telegraph,  
Hong Kong, 24th Sept., 1926.

### THE HONG KONG ROPE MANUFACTURING CO., LTD.

WITH reference to the Notice to the Shareholders of this Company dated 1st July, 1926, whereby the Final Call of \$5.00 per share on the New Shares was made payable on 2nd October, 1926, the General Managers and the Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 15th day of December, 1926, and that the Form of Bankers Receipt already sent to Shareholders can be used as though the date named therein were 15th December, 1926.

For the Hong Kong Rope Manufacturing Co., Ltd.,  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hong Kong, 22nd Sept., 1926.

### HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 9th October, 1926, commencing at 3.15 p.m. The First Bell will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5, each up to FRIDAY, 8th October, 1926.

The charge for admission for Ladies to the Members' Enclosure will be \$2.—Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

Hong Kong, 26th Sept., 1926.

### NOTICE.

In the Matter of the Companies Ordinance No. 55 of 1911.  
And  
In the Matter of the Kai Tak Motor Bus Co., Ltd.,  
(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN that a meeting of creditors of the Kai Tak Motor Bus Co., Ltd., (In Voluntary Liquidation) will be held at the registered office of the Company, No. 25 Des Voeux Road, Central, Victoria, at the Colony of Hong Kong on Tuesday the 12th Day of October, 1926 at 2.30 p.m.

Hong Kong, 20th September, 1926.

**UN PAK-LEUNG, LI CHIN-NAM,**  
Liquidators.

### H.K. LABOUR & REGISTRATION BUREAU.

THIS Bureau is now prepared to register servants. The charge is \$1.30 per head. This includes cost of well-bound Pocket Register containing holder's photograph and thumb-print.

Where it is inconvenient for servants to come to this office to be registered we shall consider going to residences if say 10 employers or more living in close proximity can arrange to have their employees registered on the same day.

Engagements can be made by ringing Central 1280.  
Temporary offices at 56 Queen's Road Central.

Hong Kong, 20th Sept., 1926.

### TANG YUK, DENTIST

Successor to the late SIEN TING, 14, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.

## COMING FILMS.

### FEATURES OF THE LOCAL CINEMAS.

It is anticipated that "Madame Sans Gene" featuring "Gloria Swanson" and "Forty Winks", a comedy with Raymond Griffiths, Viola Dana and Theodore Roberts playing therein, will be shown next week. Following are a few details.

Even for Gloria Swanson, whose screen efforts are always acted in elaborate settings and gowns, "Madame Sans Gene" is an unusually luxurious production. It was filmed in France, and the backgrounds include the palaces at Versailles, Fontainebleau and Compiègne, spots hitherto forbidden to motion picture directors. Gloria is seen sleeping in the actual golden bed of Marie Antoinette, flirting in the gardens where the unfortunate Queen conducted her amorous intrigues, and, coquetting with Napoleon (Emile Drain) in the actual private chamber which the real Napoleon occupied. The results are said to be startlingly realistic in the extreme.

In "Madame Sans Gene" (Madame Devil-May-Care), Miss Swanson has the role of the witty, flirtatious little French laundress, who used to wash Napoleon's shirts for him, when he was an impetuous corporal, who married one of Napoleon's sergeants, and who was swept by the French Revolution into the title of Duchess and residence in Napoleon's court, where she alternately scandalized and sent into hilarious laughter the haughty lords and ladies, ending by saving the Empress's honour and winning for herself Napoleon's eternal gratitude.

Charles de Roche, the Pharaoh of Cecil B. DeMille's "The Ten Commandments," heads the cast playing in support of Miss Swanson. The picture was directed by Leonide Paret from Forrest Halsey's adaptation of the stage play by Victorien Sardou and Emile Moreau.

"Viola Dana, Theodore Roberts and Raymond Griffith are featured in the principal roles of the Paramount picture, "Forty Winks". The picture is an adaptation of David Belasco and Henry C. DeMille's tremendously popular stage farce, "Lord Chumley", adapted to the screen by Bertram Milhauser and directed by Paul Iribe and Frank Urson. The production is a melodramatic mystery-comedy.

Roberts, who returned to the screen after an absence of a year in "Locked Doors", is cast as a retired admiral in "Forty Winks". "Admiral" Robe is his right into his nautical role because for two and a half years in real life he was Captain Roberts, commanding a schooner plying out of San Francisco. Miss Dana plays his daughter, in love with Chumley, a titled English gentleman.

Other big names in the cast include Cyril Chadwick, William Boyd, as the young naval lieutenant who loses a set of coast defence plans and starts "all the rumpus," and Anna May Wong, both Chadwick and Miss Wong have prominent roles in "Peter Pan."

### AT THE QUEEN'S.

#### LAST DAY OF "THE FIGHTING CUB."

There is a fascination to newspaper work that holds the interest of brilliant men who could easily turn to other pursuits for much greater financial gains. But unexpected and sudden turns of events that are always current in the world of news, seem to hold firmly the attention and loyalty of reporters and editorial writers.

In "The Fighting Cub", to be finally screened at the Queen's Theatre to-day, a few of the many thrills encountered by a newspaper reporter in search of a story are depicted with startling realism. The fourth estate has been responsible for the solution of many crimes that baffled the most experienced police officials in the country. A newspaper reporter develops an uncanny sense of news values and a few words casually dropped in conversation would give him a lead to a startling story that would take weeks of his time to finally link into a sensational front page story.

Pat O'Malley, the popular leading man, plays the role of the editor of a big daily newspaper in "The Fighting Cub", while Wesley Barry is cast as the young reporter who bends every energy to obtain a scoop for his paper. The balance of an all star cast includes Mary Carr, George Fawcett, Mildred Harris, Walter Long, Stuart Holmes, Ann May and Otto Lederer.

### CHILDREN LIKE CHAMBERLAIN'S PAIN BALM.

FOR "black and blue" bruises, sprains of wrists and ankles, strains of cords and muscles, stubbed toes, cuts, burns and other mishaps of childhood, Chamberlain's Pain Balm always gives relief. Does just as much for older people too. Eases their rheumatic pains, backaches and neuralgia. Put rub it on the sore spots. It is penetrating and quickly helps. Sold and recommended everywhere.

## WORLD THEATRE.

### "LIGHTNIN'" SHOWING AGAIN TO-DAY.

In the history of the world, three great liars stand out. The first great liar was Ananias, of Biblical fame, the husband of Sapphira, whose temper was enough to make a liar of any man who was detained at the office or who sat up with a sick friend.

The second famous fabricator was Baron Karl Friederich Telronymus von Munchausen, a German officer in the Russian service, celebrated for his elastic conception of the verities. He choked to death in 1797 trying to swallow one of his own stories.

The most famous falsifier of them all, however, was Lightnin' Bill Jones, the lovable liar of the William Fox photoplay, "Lightnin'", who in mid-winter herded a swarm of bees across a desert, without losing a single bee. Jay Hunt, in the same role that Frank Bacon made memorable on the stage, is certain to achieve as great a success on the screen. If his work in this picture is a criterion, he is witty and sprightly by turn; he is pathetic and humorous; and he never loses sight of the fact that the character of Lightnin' Bill Jones is one essentially to be lived, not acted.

Eidyle Chapman makes a most delightful foil for Jay Hunt's work; she is "Mother" Jones, the patient and loving wife of the irresponsible old hotel owner.

There is plenty of humour in the story of "Lightnin'", to be finally screened at the World Theatre to-day, and this portion of the entertainment is most adroitly handled by J. Farrell MacDonald as Judge Lemuel Townsend, Otis Harlan as Zeb, the village toper; Ethel Clayton as Margaret Davis, the flashily-dressed divorcee for whom Judge Lemuel "falls"; and, of course, Jay Hunt himself adds to the lighter moments by his quiet humour and kindly manner.

Madge Bellamy as Millie, the daughter of "Lightnin'", and Wallace McDonald are the loving young couple who keep the dreams of romance ever present in the story. They make a most deliciously natural pair in their love scenes and their quarrels, too, for what young couple doesn't have its "love spats?"

The plot of "Lightnin'" is not a heavy one; it does not keep you gripping, the edge of your seat in fearsome suspense; it has no surprise climax or stupendous "action" or "thrills." Yet the human quality of this comedy-drama, the way it tugs at your heart-strings one moment, then tickles your sense of humour the next, makes it an absorbing picture from every angle.

Richard Travers and Brandon Hurst are entrusted with the villainy of the story, and they do it well; altho, the flapper may think that Dick Travers is too dandified to be a villain.

### FORD MOTOR-SHIP.

#### THE LARGEST DIESEL ENGINE FREIGHTER UNDER U.S. FLAG.

The "East Indian" which arrived at Yokohama on September 8 on its initial trip to the Far East, is attracting much attention in shipping circles. She is a 12,500 ton freighter and was bought from the Emergency Fleet Corporation last February.

The San Shipbuilding and Dry Dock Co. at Chester, Pa., reconditioned her, replacing the original steam engines with two specially designed Sun-Doxford type Diesel engines with total of 5,000 horse power. It is the largest Diesel engine freighter flying the American flag.

The Ford Motor Company first entered the shipping field last summer when it acquired the steamers "Onelda" and "Onondaga" and put them into service on the Great Lakes carrying ore and lumber from the Ford properties in Northern Michigan to the River Rouge plant at Detroit. Later the big steel freighters, Henry Ford II and the Benson Ford, were added to the fleet.

The Company sent its first ship to a foreign port November 5 last when the steamer "Onondaga," carrying a cargo of automobile parts, sailed from the River Rouge at Detroit for the Ford assembly plant at Buenos Aires, South America. The steamer "Onelda" followed a short time later with a cargo of manufactured automobile parts for plants at New Orleans, La., Jacksonville, Fla., and Houston, Texas.

Unfortunately the "East Indian" will not call at Shanghai this trip, according to the local agents for the steamer. No information is available locally as to whether she will be used for other trips to the Far East.

The "East Indian" carries a large shipment of Ford cars and trucks for Japan, China and the Philippines. It is understood that the "East Indian" will return to the United States via Suez, thus being the first ship to carry the Ford flag around the world.

## LAMMERT BROS.

### AUCTIONEERS, APPRAISERS AND SURVEYORS.

#### Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON  
THURSDAY, the 30th Sept., 1926, commencing at 2.45 p.m. at No. 558 Nathan Road, 1st Floor (Opposite Orient Building)

#### A Quantity of VALUABLE HOUSEHOLD FURNITURE

comprising:—  
Tapestry Covered Couch and Armchairs, Dining Table and Chairs, "Slideboards" Teapots, Crockery, Double and Single Teak Beds, Teak Wardrobes, Dressing Table, Washstands, Ceiling and Table Fans, Electric Fixings, etc.

ALSO  
2 Cottage Pianos.  
Several Rolls of New Mattings and Carpets, etc.

AND  
1 Tame Monkey (Young).

On View from Wednesday, the 29th September, 1926.

Catalogues will be issued. Terms—Cash on Delivery.

**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, 25th Sept., 1926.



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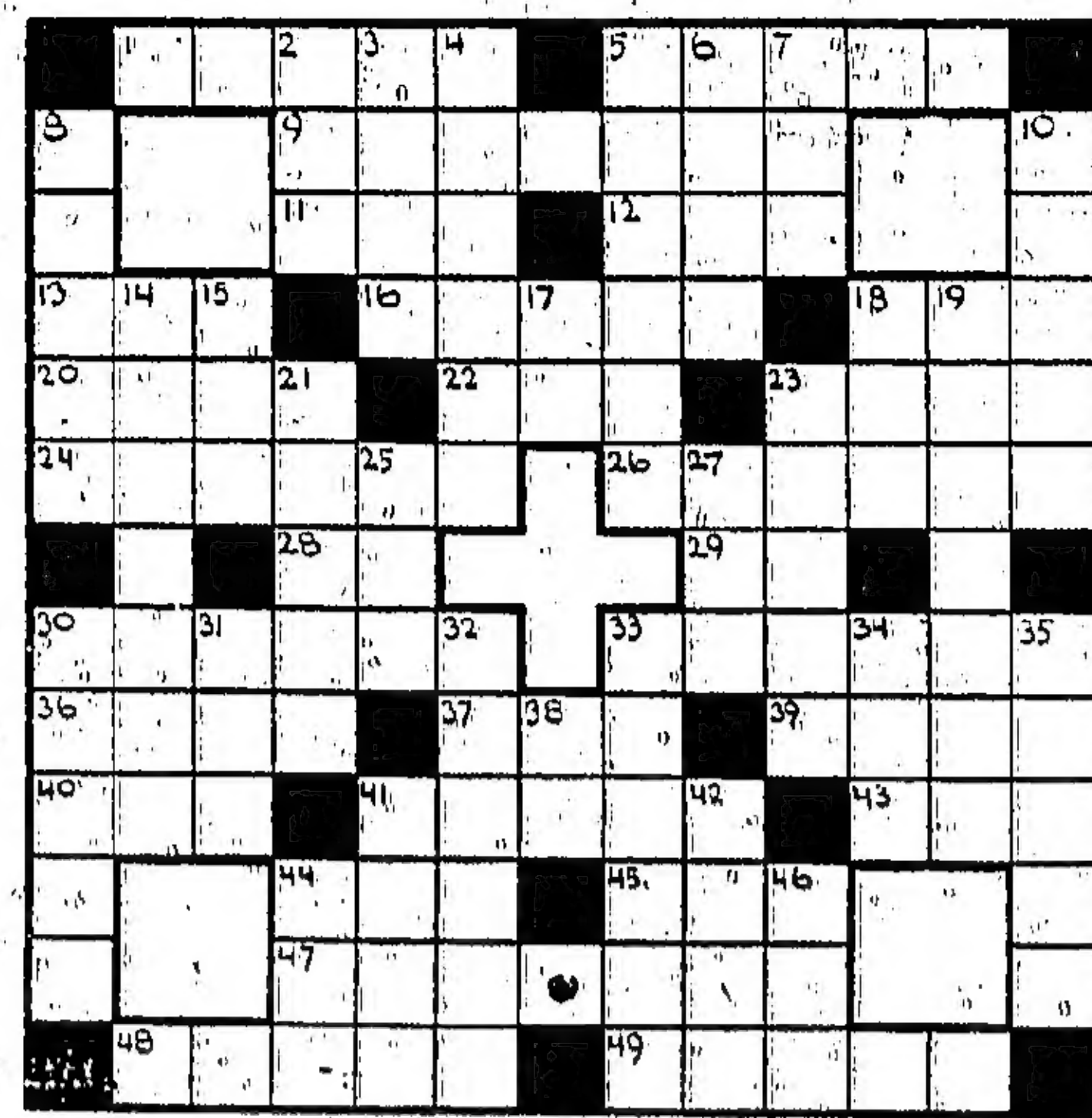
### HONGKONG HEIGHTS.

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1828
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Tai Koo Sanatorium	1000
Mt. Davis	877
Lowen Rd. (Silverbeds)	297
Mainland.	
Taimoshan	8124
Kowloon Peak	1971

## OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Book of maps	37-Liquid container	17-The "Old Dominion" (abbr.)
2-South American animal	38-Correspondence	18-Uncooked
3-Elephants	39-Pen	19-Lack of movement
4-High male voice	40-Piece of office furniture (pl.)	21-Valorous
5-Happy	41-Distant	23-Famous Roman ruler
6-Insane	42-Place	25-Prefix meaning three
7-Part of an umbrella	43-To stimulate	27-Deer
8-Cut	44-Flat bottom boat	30-Lariat
9-To clear	45-Piece of office furniture (pl.)	31-Your
10-One vulgarly arrogant	46-Pivotal point	32-Unfavorable
11-able	47-Creation	33-Impassable
12-Temple	48-Mourn	34-Small horse
13-Space in front of fireplace	49-Preparator	35-Craftier
14-Garden tool	50-But	38-One
15-Suffix meaning like	51-Swamp	41-Sharp flavor or scent
16-Conjunction	52-Inaccurate	42-Unusual
17-Old name of Lettonia	53-Large reptile	44-Ah evergreen tree
18-Feet		45-Alternative
19-Dull pain		

**SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES**  
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will tell others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

### UNCLAIMED TELEGRAMS.

#### THE GREAT NORTHERN TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

"Mayflower, from Kobe."  
Charles Selden, from Plainfield New Jersey.  
Todoros, from Kobe.  
Cheesting, from Shanghai.

S. BLACK,  
Acting Superintendent.  
Hong Kong Station, Sept. 28, 1926.

### EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in E. E. Telegraph Office, Hongkong.

Davis Morris care American Consul, from San Francisco.  
Neaman, from San Francisco.  
Dewar Hong Kong Hotel, from Singapore.  
Rustomtehm, from Singapore.  
Sawajani, from Karachi.

E. J. PATERSON,  
Superintendent.  
Hong Kong, 23rd Sept., 1926.

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ORGY	ROD	ATOM
PAY	REBEL	COWE
PYRE	DIP	COLA
ON	ONCE	ORAL
SA	DRESSER	SO
EST	TEAM	ESCHEW
CORRAL	PRESENT	
OR	ITALICS	AK
T	AN	STEW
TANG	YAK	SOLO
EGO	JEWEL	RAN
REND	RED	CEDE

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Dr. Legard's New Life Tablets  
A FOE TO OLD AGE

Imparts to the Old and Middle-aged Youthfulness, Energy and Fitness, retards mental and physical decay, thus promoting longevity. Preserves the arteries and tissues. Sufferers from Deafness with its many distressing accompanying ailments as head noises derive almost immediate benefit. Calm refreshing sleep is assured. Gloom, Depression and Nervousness are banished under the influence of these Life-giving Tablets. "Wrinkles," hard lines and blemishes disappear. The skin becomes clear, tight, and elastic, and the complexion bright and smooth. Think of the blessings of perfect health, the possession of few; the Joy of a clear Youthful appearance and tingling blood, of lustrous hair, bright eyes and health tinted cheeks—the beauty of radiant life and the realization that Time has been put back Ten Years to the envy and admiration of your friends, and the unbounded satisfaction of yourself. Can you allow a golden opportunity like this to pass? Remember there are no arduous rules to follow, no restriction in diet, nor are there any ill effects after. On the contrary it gives the entire system a feeling of exaltation with increased mental and bodily vigour. Why not look and feel 30 at 50? Do not delay, commence the treatment at once. You will never regret the slight cost incurred for such incalculable benefit. The price of these Marvellous Tablets including Mail Charges is 12/- per Bottle, dispatched in plain wrapper on receipt of amount.

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## NEXT SAILINGS.

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From Hong Kong.

M.V. "VIMINALE" ... Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "FIUME-L" ... Sails on or about 7th October.

M.V. "VIMINALE" ... Sails on or about 30th October.

## NATAL LINE OF STEAMERS

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S.S. "UMZUMBU" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALASKA MARU ... Monday, 11th October.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban &amp; Capetown.

HAWAII MARU ... Monday, 6th October.

CELEBS MARU ... Thursday, 14th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR &amp; MOMBASA—Via Singapore &amp; Colombo.

PANAMA MARU ... Wednesday, 20th October.

CALCUTTA—Via Singapore and Rangoon.

BINGO MARU ... Monday, 27th September.

BANGKOK—Via Saigon.

SEIKOW MARU ... Tuesday, 28th September.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—Japan Ports from Shanghai.

ARIZONA MARU ... Tuesday, 23rd September.

NEW YORK—Via Japan ports, San Francisco and Panama.

ARGUN MARU ... (From Keelung) End of September.

JAPAN PORTS ... Friday, 15th October.

BORNEO MARU ... Friday, 15th October.

KEELUNG via SWATOW &amp; AMOY.

KAIJO MARU ... Sunday, 3rd October noon.

TAKAO via SWATOW &amp; AMOY.

KOTSU MARU ... Wednesday, 6th October noon.

TAKAO and KEELUNG.

DAIREN via CHEFOO and TSINGTAU.

NITTO MARU ... Monday, 4th October.

For further particulars please apply to—OSAKA SHOEN KAISHA.

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The above modern passenger steamers will be despatched as above for Boston and New York via Philippine Islands, Straits, Colombo and Suez Canal, arriving in New York on or about 5th January and 2nd February respectively. Fares \$100—Single First Class 470—Single Second Class.

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## 21 MISSING.

NAVAL TANKER'S RESCUE AT TAIPO.

JUNKMAN'S STORY.

A Chinese seaman of trading junk No. 3130H/A reported this morning at the Harbour office, that yesterday, while the typhoon was at its height, his junk was wrecked off Tai Po New Territory, in about 20 fathoms of water.

The crew consisted of 27 persons in all, of which 21 were male adults, 4 women, and 2 girls.

He saw 20 of them drowning, while 4 drifted ashore, and one clung to the wrecked junk.

A fokki and himself, were picked up by the Naval oil tanker "Blanco."

He appealed to the Harbour Master this morning that instructions may be given to all Government launches to search for the missing ones. He had nothing to eat this morning, and both the refugees were injured in the wreck.

## SHIPPING NOTES.

VESSELS FROM FAR AND NEAR.

TYPHOON DELAY.

The round-the-world liner "President Garfield" arrived this morning, a day behind her schedule. The delay was caused by late departure from Shanghai due to the low tide at Woosung, and also due to the typhoon which was avoided by changing course. Nevertheless, the "Garfield" experienced a rough sea, heavy squalls and strong winds. She brought 957 tons of general cargo, 21 bags of American mail and 457 bags from Shanghai. She also has on board over 3,200 tons of merchandise for through ports.

The "Garfield" is scheduled to sail for Manila to-day at 5 p.m.

From Swatow and Amoy, the Dutch Steamer "Van Cloon" arrived this morning, after encountering the "tail" of the typhoon which passed near Hong Kong. However, there was nothing unusual nor was any damage done either to the cargo or to the steamer. She brought cargo, and mail from Swatow and Amoy.

With a cargo of 1,500 of coal, and 3,110 tons of general cargo for Hong Kong, the Japanese steamer "Samarang Maru" of the Nanyo Yusen Kaisha arrived this morning from Kobe. She will sail for Batavia on September 30 after loading cargo from here.

For Calcutta via Singapore and Rangoon, the Osaka Shosen Kaisha steamer "Bingo Maru" sailed to-day at noon with cargo and mail from Hong Kong. The "Bingo Maru" was scheduled to sail yesterday, but due to the inclement weather, she was unable to load her cargo.

The local office of the C.P.R. has been advised that the R.M.S. "Empress of Russia" left Yokohama for Vancouver on September 25 and is due there on October 4. The R.M.S. "Empress of Asia" left Yokohama yesterday afternoon for Hong Kong and is due here on October 4.

The Japanese liner "Taiyo Maru" which was scheduled to arrive yesterday, arrived at 9 this morning. To escape the typhoon, she had to change her course. She encountered a very rough sea near Hong Kong. The "Taiyo Maru" brought over 500 tons of general cargo, mail, and passengers for Hong Kong.

## NAVIGATING ART.

ENCOURAGING FURTHER IMPROVEMENTS.

As previously mentioned, opportunity is afforded navigating officers of the Mercantile Marine of proving their knowledge of the science or practice of navigation under the terms of the Thomas Gray Memorial Trust.

Under the terms of the Trust, the Council of the Royal Society of Arts offer a prize of £50 to any person who may bring to their notice a valuable improvement in the science or practice of navigation, proposed or invented by himself in the year 1926 or in the years 1921-5. Preference will be given to an invention of 1926.

In the event of more than such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion. Full particulars of the competition can be obtained on application to the secretary of the Mercantile Marine Service Association.

## LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND CLEARANCES.

THE MORNING LIST.

This morning, the following sea-going arrivals at Hongkong were reported:—

Arrivals.  
Soochow (1694) Br. from Shanghai and Amoy; B. & S. President Garfield (6200) American, from New York and Shanghai; Dollar Line.  
Van Cloon (2363) Dutch, from Swatow and Amoy; J.C.J.L. Samarang Maru (2500) Jap. from Kobe and Karatsu; N.Y.K. Clearances.

For Singapore: Bingo Maru. For Amoy: Kwangchow.  
Departures.  
For Swatow: Hozan Maru. For Haiphong: Song Bo. For Shanghai: President Taft. For Takao: Sourabaya Maru.

## SHIPS IN PORT.

At 9 a.m. to-day the following numbers of vessels were in port:—

British	18
American	1
Panama	1
Portuguese	3
Japanese	4
Chinese	13
Dutch	5
Total	45

## AIR OR SEA?

TREND OF MODERN TRANSPORT.

TOURISTS FAVOUR AIR?

One begins to see a distant glimmer of that strong competition which ships will one day have to face with regular passenger air services (and cargo) remarks the "Journal of Commerce." Two facts from the current bulletin of Imperial Airways give this home. Their new 20-seater express "The Argosy" (this by the way, is new—giving aeroplanes names) made her maiden voyage two weeks ago from London to Paris at 130 miles an hour. She is the first of a large fleet of big aeroplanes for the Continental and Egypt-India air routes. The next fact concerns tourists. Next seasons tours round the world are to be made in air liners.

These air tours will surely appeal to the modern "rush" tourist. But I do not agree with the promoters when they declare that the air tourist will get a much better general idea of the countries visited than the land tourist. Mankind is not a bird yet. He likes to have his feet on the ground and meet his fellows in their own cities if he is examining a new country. Several of my aeroplane trips have been made over a layer of low clouds, and I must admit my knowledge of the country covered then was slightly "hazy."

The trial tour record will certainly make the heart of the "rush" tourist beat faster. This was made by Major L. D. Gardner, director of the Aeronautical Chamber of Commerce of America, who started his tour from Croydon in an Imperial Airways liner. Major Gardner flew 21,000 miles, and visited 28 countries. During the first 15,000 miles he visited 81 cities, the intermediate journeys occupying a total of 170 hours instead of 737 hours by boat and train, i.e., a saving of 47 days' travelling. When we think of another historic tour—fifty years ago—how Mr. Pickwick must turn in his grave! I must be getting very old, because I think I would rather have been with Mr. Pickwick than with Major Gardner.

## CUSTOMS LAUNCH.

[From Our Own Correspondent.] Pakkai, Kóngmoon, Sept. 24. At daybreak on September 22 the Chinese Customs launch "Kongmoon" left here for Macao and is suspected to have been spirited away by pirates.

The regular Canton towboat sighted her at Hoichow. A British boarding officer was on the launch.

[Note: This incident was fully reported in the "China Mail" last week.]

On September 23, the local Commissioner of Customs cabled to Canton asking for an extensive search for the "Kongmoon."

## UP-COUNTRY NOTES.

[From Our Own Correspondent.] Pakkai, Kóngmoon, Sept. 24. The Kóngmoon/Shekki towboat is again on the run. Since the placing of the Canton towboat "Wing On" mail from Hong Kong and Canton only reaches here every other day, instead of daily, as hitherto.

## "WE ARE FOUR."

ANOTHER SAILING SHIP PASSES.

CONVERTED FOR STORAGE.

It is a very odd sight to see the wonderful fleet of British sailing ships, which were once the pride of the Seven Seas, dwindling down to nothing, says the "Journal of Commerce." For a long time lovers of the old ships have clung to the last five survivors, and now one of these is to become a grain store ship at Adelaide.

That is a more kindly way of referring to the passing of a famous sailing ship, than to say that the "Garthneill" has been bulked. She was originally the "Inverneill," a steel barque, built in 1895, by Messrs. Russell and Co., of Port Glasgow, for Messrs. George Milne and Co., of Aberdeen, the owners of the famous "Inver" sailing ships.

These ships will be remembered for many years in the British Merchant Service, for it was in them that some of the smartest sailormen of to-day were trained, and unlike so many sailing ship firms at that time, they took particular pains that the apprentices, whose parents had paid big premiums, should have a chance of learning their job.

Two Sister Ships.  
The "Inverneill" and her sister ship the "Inverloch," which were the biggest units of the fleet, were particularly well-known in this way, and always carried a number of youngsters. The "Inverneill" had a gross tonnage of 1,470, and although she was not possessed of clipper lines, she had latterly appeared a magnificent ship to those who are hungering for the sight of tapering spars and canvas.

She carried a large cargo, and ran for many years to the satisfaction of her owners, snatching a living when the finer-lined wind-jammers were being forced off the seas, or into the hands of owners who cut down expenses to such an extent that they could compete with the steamers. Her original owners kept her until 1917, when she was sold to the Marine Navigation Co., of Canada, whose president was Sir William Gairdner, a real lover of the old ships.

Under her new ownership she was principally on the Western side of the Atlantic, and during the submarine blockade, the authorities took every care to keep her there. After the war she went down to Sydney, New South Wales, and then went to Bunbury, Western Australia, to load for South Africa. Unfortunately, she met a heavy southwesterly gale, and being in ballast she had to run for it, with the result that she was soon many miles out of her course.

Turn of Speed.  
After a good deal of discussion, her captain decided to go by way of Cape Horn, and finally arrived at Bunbury in 76 days. It seemed a long way to go round from New South Wales to Western Australia, but it certainly gave her a chance of showing that in her own wind the "Inverneill" had a very nice turn of speed, for her average day's run was nearly 200, and her best day just over 300. At the time there was a good deal of anxiety for her safety.

In the early summer of 1920 she was renamed "Garthneill," in keeping with the rest of the fleet, but she was still kept very busy all over the Seven Seas. By that time sailing ships were scarce, and her arrivals were watched in South Africa, Australia, New Zealand, the West Coast of South America, Mauritius, and finally Falmouth and London. From London she went, up to Grangemouth in the summer of last year, and on the 7th July sailed for Melbourne on what was to be her last voyage with cargo. She arrived there on November 6, and has been laid up ever since. Now she is to be taken round to Adelaide for the purposes indicated above, and no doubt many of the liner officers who call into the port will point her out to their passengers, and tell how she was one of the last five British square-rigged ships to carry the Red Ensign at sea.

According to Chinese reports nine river steamers belonging to the China Merchant S. N. Co. are now in the hands of the military, while the captains of two of the San Poh S. S. Company's boats at Kluang have been warned by the military that they will shortly be required for the transportation of troops.

## AMERICAN FAR EAST LINE

FOR SAN FRANCISCO &amp; LOS ANGELES.

S.S. "WEST CALERA" Oct. 4.

FOR MANILA ONLY.

S.S. "WEST FARALON" Oct. 5.

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17 Days from Hong Kong to Vancouver

LARGEST &amp; FASTEST STEAMSHIPS.

Special FARES to EUROPE

\$120 \$112 \$83

VICTORIA AND VANCOUVER Via Shanghai &amp; Japan Ports.

## STEAMERS

Leave	Arrive	Leave	Arrive
HONGKONG	MANILA	MANILA	HONGKONG
Oct. 6	Oct. 8	E/Asia	Oct. 9
Oct. 20	Oct. 22	E/Canada	Oct. 23

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Calling at Sandakan on return voyage.

Regular Three-weekly Freight and Passenger Service.

PROJECTED SAILINGS.

Hong Kong	Arrival	Departure	Sailed
Jesselton	SUNDAY	SEPTEMBER 26	SEPTEMBER 26
Sandakan	MONDAY	SEPTEMBER 27	SEPTEMBER 27
Tawau	TUESDAY	SEPTEMBER 28	SEPTEMBER 28
Semporna	WEDNESDAY	SEPTEMBER 29	SEPTEMBER 29
Lahad Datu	THURSDAY	OCTOBER 1	OCTOBER 1
Sandakan	FRIDAY	OCTOBER 2	OCTOBER 2
Hongkong	SATURDAY	OCTOBER 3	OCTOBER 3
	SUNDAY	OCTOBER 4	OCTOBER 4
	MONDAY	OCTOBER 5	OCTOBER 5

Excellent accommodation for Saloon, Second class and Steerage passengers.

All First Class Staterooms and Second Class Cabins fitted with Electric Fans.

Hotel reservations arranged at Sandakan and Hongkong if desired. Through Bills of Lading issued to B. N. Borneo Ports other than those named.

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CARMICHAEL &amp; CLARKE, Agents.

Queen's Building, OR

W. WATT &amp; CO., Agents.

188, Wing Lok Street West. Phone C. 4988.

## THE TELEPHONE HANDBOOK.

July-December 1926.

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MAIL AND PASSENGER STEAMERS.  
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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
NELLORE	6,853	29th Sept.	S'pore, Penang, Colombo & Bombay
KASHGAR	9,005	2nd Oct.	Marseilles, Casablanca, London, Antwerp & Hull
JEVPORE	5,913	11th Oct.	S'pore, Penang, Colombo & Bombay
MOREA	10,418	18th Oct.	Marseilles & London
NYANZA	7,023	27th Oct.	S'pore, Penang, Colombo & Bombay
KHYBER	9,114	30th Oct.	Marseilles, London, Antwerp & Hull
ALIPORE	5,273	8th Nov.	Singapore, Penang, Colombo & B'bay
MANTUA	10,902	15th Nov.	Marseilles and London
DEVANHA	8,155	22nd Nov.	Singapore, Penang, Colombo & Bombay
KARMALA	9,128	27th Nov.	Marseilles, London, Antwerp & Hull
NELLORE	6,853	5th Dec.	Singapore, Penang, Colombo & B'bay
MACE DONIA	11,080	11th Dec.	Marseilles and London
DELTA	8,097	23rd Dec.	S'pore, Penang, Colombo & Bombay
KHIVA	9,135	28th Dec.	Marseilles, London & Antwerp
NYANZA	7,023	6th Jan.	Singapore, Penang, Colombo & B'bay
MALWA	9,144	8th Jan.	Marseilles and London
KASHGAR	9,005	15th Feb.	Marseilles, London and Antwerp
MANTUA	10,902	5th March	Marseilles & London
MONGOLIA	16,504	18th March	Marseilles & London
MACE DONIA	11,080	2nd April	Marseilles & London
DEVANHA	8,155	9th April	Marseilles, London & Antwerp
KARMALA	9,128	16th April	Marseilles, London & Antwerp
MALWA	10,941	30th April	Marseilles and London
KHIVA	9,135	14th May	Marseilles, London & Antwerp
MOREA	10,418	28th May	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	29th Sept.	Singapore, Penang & Calcutta
SHIRALIA	7,841	11th Oct.	Singapore, Penang & Calcutta
TALIA	10,000	17th Oct.	Singapore, Penang & Calcutta

## EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,590	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
ARAFURA	6,000	29th Oct.	
TANDA	6,000	2nd Dec.	
ST. ALBANS	4,590	31st Dec.	
ARAFURA	6,000	28th Jan.	
TANDA	6,000	4th March	

Regular monthly sailings from Hongkong to Japan and Hongkong to  
Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,  
Kobe, Manila, Tawau, Timor, Darwin, or other ports on route as indicated on  
offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN

KHYBER	9,114	1st Oct.	Shanghai, Moji and Kobe
ALIPORE	5,273	2nd Oct.	Shanghai and Kobe
ARAFURA	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama
MANTUA	10,902	18th Oct.	Shanghai, Moji and Kobe
MIRZAPUR	6,115	23rd Oct.	Shanghai, Moji and Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji and Kobe
DEVANHA	8,155	30th Oct.	Shanghai and Kobe
TANDA	6,000	2nd Nov.	Moji, Kobe, Osaka and Yokohama
NELLORE	6,853	13th Nov.	Shanghai, Moji and Kobe
DELTA	8,097	14th Nov.	Shanghai, Moji and Kobe
KHIVA	9,135	22nd Nov.	Shanghai, Moji and Kobe
MACE DONIA	11,080	28th Nov.	Shanghai, Moji and Kobe
ST. ALBANS	4,590	7th Dec.	Moji, Kobe, Osaka and Yokohama
MALWA	10,941	10th Dec.	Shanghai, Moji and Kobe
NYANZA	7,023	11th Dec.	Shanghai, Moji and Kobe
KASHGAR	9,005	13th Dec.	Shanghai, Moji and Kobe
PERIM	7,648	18th Dec.	Shanghai.
KALYAN	9,114	24th Dec.	Shanghai, Moji and Kobe
ARAFURA	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama
MOREA	10,418	7th Jan.	Shanghai, Moji and Kobe
DEVANHA	8,155	8th Jan.	Shanghai & Kobe
KASHGAR	9,005	21st Jan.	Shanghai, Moji and Kobe
NELLORE	6,853	21st Jan.	Shanghai, Moji and Kobe
MANTUA	10,902	4th Feb.	Shanghai, Moji and Kobe
TANDA	6,000	8th Feb.	Moji, Kobe, Osaka and Yokohama
MONGOLIA	16,504	18th Feb.	Shanghai, Moji and Kobe
NYANZA	7,023	18th Feb.	Shanghai, Moji and Kobe
MACE DONIA	11,080	4th March	Shanghai, Moji and Kobe
ST. ALBANS	4,590	8th March	Moji, Kobe, Osaka and Yokohama
DEVANHA	8,155	18th March	Shanghai, Moji and Kobe
KARMALA	9,128	18th March	Shanghai, Moji and Kobe
MALWA	10,980	1st April	Shanghai, Moji and Kobe
ARAFURA	6,000	5th April	Moji, Kobe, Osaka and Yokohama

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at  
Singapore, while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage Freights, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

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Old and New Firms, New Clubs and New Associations  
are requested to send in full Particulars for the new  
issue of the Directory for 1927.

## PASSENGER LIST.

### DEPARTURES.

List of passengers departed per  
A. O. L. s.s. "President Madison" for  
Seattle via Ports, on September 25:  
Mr. M. Manuk, Mr. and Mrs. N.  
S. Porry, Miss Y. Porry, Miss Jones,  
Mr. and Mrs. Harry Ching, Mr. W.  
Wright, Mr. C. M. Yung, Mr. C.  
S. Huang, Mr. A. Hett, Mr. F. G.  
Kwik, Mr. K. L. Ngo, Mr. Leung  
Pak-hong, Mrs. Leung Yook-chin,  
Miss Leung Yook-chin, Mr. and  
Mrs. Leung Yiu-hing, Mr. P. C.  
Boon, Mr. S. Y. Tang, Mr. and Mrs.  
J. S. Chang, Mr. Chiu Tam-chun,  
Mrs. Chau Shee, Mr. R. J. Gan,  
Mr. S. G. Verma, Mr. and Mrs. R. E.  
Bowman, Mr. F. W. Gibbons, Mr.  
R. E. Francis, Mr. B. Guy, Mr. Lee  
Tsing-hand, Mr. S. P. Wong, Mr. W.  
T. Wei, Mr. and Mrs. Hee Siu-  
wing, Mr. Ng Lai-sheung, Mr. W.  
J. Mercer, Mr. Liang Sik-ai, Miss  
Hah Sien-kin, Rev. J. W. Creighton,  
Mrs. G. Kearney, Master Kearney,  
Mr. Jas. F. Donnelly, Mr. W. N.  
Rutt, Mr. J. H. Lund, Mr. L.  
Skallsky, Mrs. J. Billo, Mr. and  
Mrs. P. Wright, Mrs. M. Dankworth,  
Miss N. Dankworth, Mr. Geo. A.  
Laughlin, Mr. and Mrs. E. Madsen,  
Master E. Madsen, Jr., Master Wm.  
Madsen, Mr. E. Martineau, Mr.  
T. Martineau, Mr. and Mrs. H. G.  
Stern, Master S. R. Stern, Mr. E.  
Schindrick, Mr. T. B. Smith, Mrs.  
L. B. Smith, and Master P. J. Smith.  
List of passengers departed per  
D. L. s.s. "President Taft" for San  
Francisco via Ports, on September  
26:  
Mrs. A. W. Bourke, Mr. J. A. B.  
Menzies, Miss M. Fife, Mr. and  
Mrs. Geo. W. Vilas, Miss M. Vilas,  
Mr. Ho Chu, Mr. Law Wah-quan,  
Mr. Fong Sing-due, Mr. Fong Hen-  
wing, Mr. Wong Sam-sing, Mrs. J.  
A. Harbison, Mr. R. C. Ross, Mr.  
Wong Ngon, Mrs. Lee Shee, Mas-  
ter Wong Chung, Mr. and Mrs. A.  
W. Gibson, Master W. Gibson, Mr.  
and Mrs. M. F. da Costa, Rev.  
Fr. R. Ruano, Mrs. J. L. Graves,  
Mr. H. M. H. Nemaze, Mr. M. K.  
Shimizu, Mr. C. Vaughan, Miss P.  
Wheeler, Miss J. Sherman, Mr. B.  
S. Dennis, Mr. Geo. Stearns, Mr.  
and Mrs. Ted Shaw, Mr. and Mrs.  
A. Srok, Miss D. Humphrey, Miss  
J. Lawrence, Miss Ann Douglas,  
Miss G. Graham, Mr. Chas.  
Weidman, Mr. S. Frazier, Mr.  
Pritchok, Miss M. Howry, Miss  
E. Day, Mr. and Mrs. Wong Ming,  
Miss B. Langenberg, Mr. K. Chen,  
Mr. Z. T. Wong, Mr. Y. T. Miao,  
Mr. and Mrs. C. M. Pau, Misses  
Wong (3), Mr. and Mrs. A. C.  
Pereira, Miss I. Dobbin, Mr. Geo.  
E. Flynn, Miss C. McCarthy, Mr.  
Ong Tong-yuan, Mr. Ong Kim, Mr.  
Ow Yong Sai-wah, Mr. C. Seitz,  
Mr. Te Cheng-tiong, Mr. Te Pac,  
Mr. Fred. Turner, Mr. E. C. Wood,  
Mr. and Mrs. D. G. Young, Mr. and  
Mrs. J. R. McChesney, Mr. U.  
Yamamura, Lt.-Col. R. A. D. Ford,  
Mr. A. L. Ammer, Miss N. A. Allen,  
Miss B. C. Cornish, Mr. A. Fisher,  
Mr. Ch. A. Heilmann, Mr. and Mrs.  
W. W. Marquardt and Mr. I.  
Wright.

Priestman Bros., Ltd., Hull, who  
secured a contract for grabs for the  
new harbour at Sydney, have re-  
ceived several similar orders, be-  
lieved to be a direct result of the  
policy of the Sydney Harbour Board  
that the work must be British.  
The new orders are for East Africa,  
England, Ireland, Belgium, Hol-  
land, Australia, South America,  
China, and Japan.

## SHIPPING STRIKES.

### CAMPAIGN DIRECTOR REPLIES TO CRITICISMS.

Melbourne, August 17.—  
When opening the official "No"  
campaign against the first of the  
referendum proposals at the  
Prahran Town Hall last night,  
Sir Arthur Robinson said that the  
succession of strikes in the ship-  
ping industry and the consequent  
dislocation of commerce and in-  
dustry were the fruits of Federal  
control. Replying to this state-  
ment to-day, the director of the  
Federal Ministry's referendum  
campaign, (Mr. E. A. Drake-  
Brockman) said:—

"The fact is that the Federal  
Parliament has never had full and  
unfettered control of the shipping  
industry. It has had no more  
control of shipping than it has  
had of the brewing of ginger beer.  
The Constitution limits the  
powers of the Federal Parlia-  
ment to the settlement by arbitra-  
tion of industrial disputes extend-  
ing beyond the boundaries of any  
one State. In consequence of  
this limitation of power there has  
been a chaotic state of affairs in  
the shipping industry. This in-  
dustry, so far from being a good  
example of Federal control from  
Sir Arthur Robinson's point of  
view is a most striking illustration  
of the imperative necessity  
for the extension of the power of  
the Federal Parliament to enable  
it to control the shipping indus-  
try effectively. The last upheaval  
in shipping circles showed in no  
uncertain manner the impotence  
of the Federal authorities to con-  
trol shipping in practically every  
port in the Commonwealth. While  
there was no interstate dispute  
there was a different dispute in  
each of the several ports affected,  
and the Federal Parliament had  
no jurisdiction in the dispute even  
though the ships were held up in  
all ports of the Commonwealth."

### MOVEMENTS OF STEAMERS.

The E. & A. s.s. "St. Albans"  
is due here to-morrow at about a.m.  
The B. L. s.s. "Talamba" will  
leave Amoy for this port to-day at  
p.m. and is due here to-morrow at  
about 4 p.m.

The P. & O. s.s. "Alipore" is due  
here on September 30 at about noon.

The P. & O. s.s. "Khyber" left  
Singapore for this port on Septem-  
ber 26 at 8 a.m., with the outward  
English Mails, and is due here on  
September 30, at about 5 p.m.

The P. & O. s.s. "Nellore" left  
Shanghai for this port on Septem-  
ber 26 at 1.30 p.m., and is due here  
to-morrow at about 8 a.m.

The C.P.S. R.M.S. "Empress of  
Russia" left Yokohama on Septem-  
ber 25, at p.m., and is due at Van-  
couver on October 4.

The C.P.S. R.M.S. "Empress of  
Asia" arrived at Yokohama yester-  
day at 8 a.m. left Yokohama yester-  
day at 5 p.m. and is due at Hong  
Kong on October 4.

The M.V. s.s. "Sumatra" (Swedish  
East Asiatic Co., Ltd.), left Ant-  
werp on September 19 and is due  
here on or about October 29.

The M.V. s.s. "Japan" (Swedish  
East Asiatic Co., Ltd.), left Rotter-  
dam on September 19 and is due  
here on or about October 29.

### CONSIGNEES' NOTICE.

Consignees of cargo are remind-  
ed that goods ex s.s. "Benavolich",  
remaining undelivered after  
to-morrow, will be subject to rent.

### MORE SHIPPING NEEDED.

Montreal, August 4.—Canada's  
assistance in improving the  
steamship service to the island  
colony is being sought by the  
Agricultural and Commercial So-  
ciety of Dominica, B.W.I., which  
claims that owing to lack of facili-  
ties the fruit trade between  
Canada and Dominica and be-  
tween Dominica and Bermuda has  
suffered a setback.

The society, in a cable received  
here adds: "The situation is caus-  
ing anxiety and dissatisfaction  
among shippers, and gives further  
opportunity for American en-  
croachment upon West Indian  
trade."

### PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR  
STRAITS, COLOMBO,  
AUSTRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS,  
AND LONDON.

THROUGH BILLS OF LADING ISSUED  
FOR BATAVIA, PERSIAN GULF,  
CONTINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

### THE Steamship "NELLORE"

Captain A. A. HIGNETT, R.N.R.,  
carrying His Majesty's Mails will  
be despatched from this port on or  
about WEDNESDAY, the 29th  
Sept., 1926, at Noon, taking  
Passengers and Cargo for the above  
Ports.

Silk, Valuables and Tea for Italy,  
France and London (under arrange-  
ment) will be transhipped at Bom-  
bay into the Mail Steamer proceed-  
ing direct to Marseilles and Lon-  
don.

Parcels will be received at this  
Office until 5 p.m. the day before  
sailing. The contents and value of  
all packages must be declared.

For further Particulars, Apply to—  
MACKINNON, MACKENZIE & CO.,  
Agents.

Hong Kong, 22nd Sept., 1926.

### CONSIGNEES.

THE BEN LINE STEAMERS, LTD.  
From LEITH, MIDDLESBRO,  
ANTWERP, LONDON, STRAITS &  
PHILIPPINES.

### THE Steamship "BENVOLICH"

Consignees of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the hazar-  
dous and/or extra hazardous Go-  
downs of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd.,  
whence, and/or from the wharves,  
delivery may be obtained.

No claims will be admitted after  
the goods have left the godowns,  
and all goods remaining undeliver-  
ed after the 29th instant will be  
subject to rent.

All claims against the steamer  
must be presented to the Under-  
signed on or before the 13th  
October, 1926 or they will not be  
recognized.

All broken, chafed, and damaged  
goods are to be left in the Go-  
downs, where they will be examined  
on the 29th instant at 10 a.m.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.

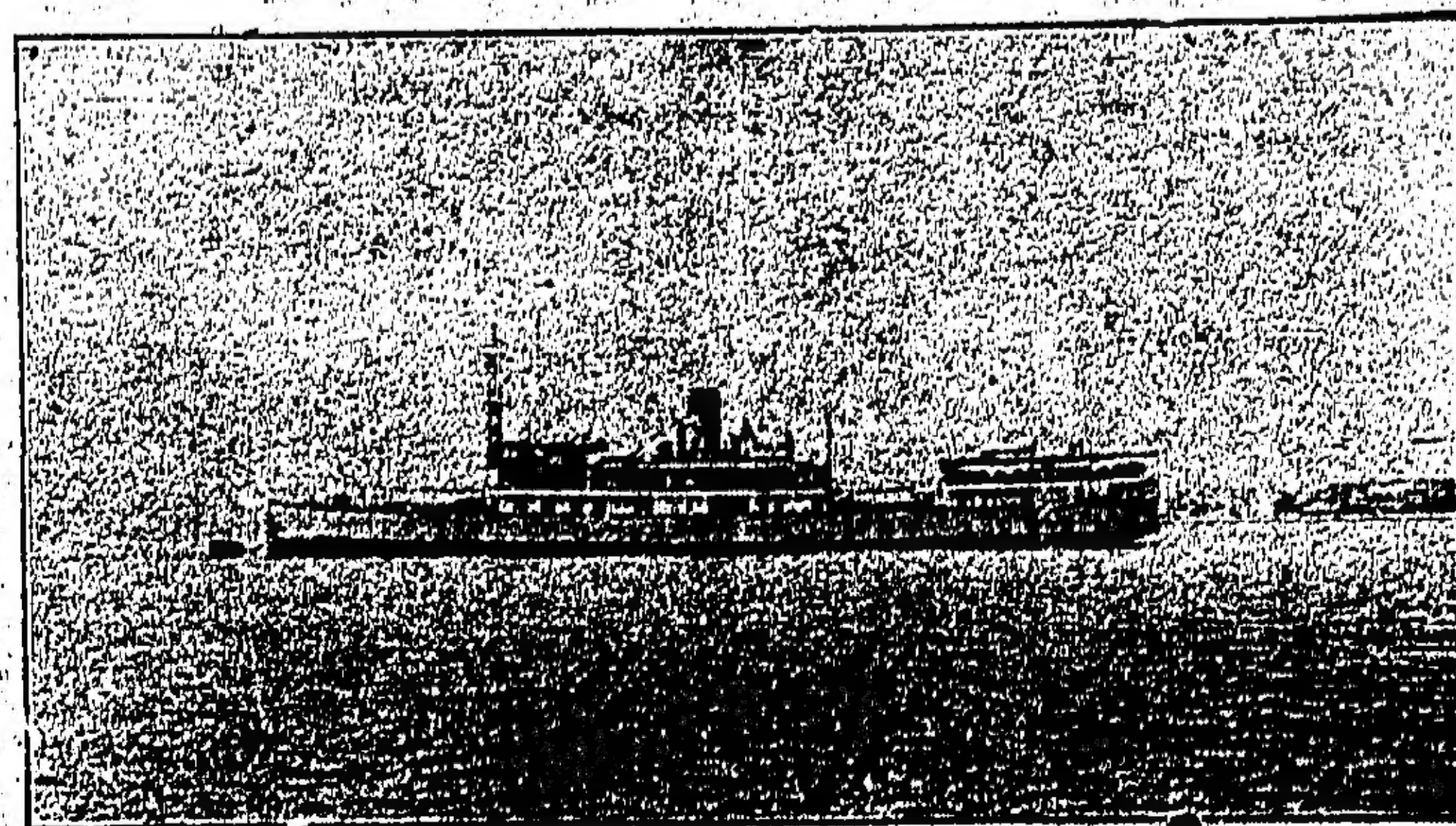
Hong Kong, 22nd Sept., 1926.

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ELECTRICIANS.



### T. S. S. "SIANG WO"

Passenger & Cargo River Steamer, built and engine'd at Kowloon Dock, by the Hongkong  
& Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd.,  
for service on the Middle Yangtze, Hankow - Ichang.

Please address enquiries to the Chief Manager:  
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.



### SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TAIYO MARU	Tuesday, 5th October, at Noon.
TENYO MARU	Monday, 18th October.
KOREA MARU	Tuesday, 2nd November.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.	
ANYO MARU	Friday, 5th November, at Noon.
BOKUYO MARU	Saturday, 27th November.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
KITANO MARU	Saturday, 9th October.
HARUNA MARU	Saturday, 23rd October.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU	Wednesday, 24th November.
NEW YORK and/or BOSTON via PANAMA.	
TOBA MARU	Saturday, 2nd October.
LISSON MARU	Sunday, 17th October.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KANAGAWA MARU	Friday, 15th October.
BOMBAY via SINGAPORE & COLOMBO.	
PENANG MARU	Thursday, 30th September.
TAMBA MARU	Monday, 11th October.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	
MALACCA MARU	Friday, 8th October.
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Saturday, 18th October.
SHANGHAI, KOBE & YOKOHAMA.	
AWA MARU (Kobe direct)	Saturday, 2nd October.
KATORI MARU	Monday, 4th October.
ATSUTA MARU	Tuesday, 19th October.

For further information apply to—NIPPON YUSEN KAISHA.  
Tel. Central Nos. 292 (Private exchanges to all departs)

## THE BANK LINE, LTD.

### AMERICAN & ORIENTAL LINE SERVICE

(ANDREW WEIR & CO., LONDON).

BOSTON & NEW YORK.

SAILINGS FROM HONG KONG.

M.V. "FORREBANK" From Hong Kong via Suez Canal 2nd half November.

### AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

NEW YORK, BOSTON & BALTIMORE

S.S. "CITY OF BATH" From Hong Kong via Suez Canal 8th October.

S.S. "CITY OF BARODA" From Hong Kong via Suez Canal 5th November.

The above modern passenger steamers will be despatched as above  
for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS,  
COLOMBO and SUEZ CANAL, arriving in NEW YORK on or about  
5th January and 2nd February respectively. Fares £100, Single First  
Class. £ Single Second Class.

### UNITED KINGDOM & CONTINENT.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FOR MARSEILLES, HAVRE, LONDON & HAMBURG.

S.S. "CITY OF RANGOON" From Hong Kong 24th October.

FOR LONDON, ROTTERDAM & HAMBURG.

S.S. "CITY OF PEKIN" From Hong Kong 12th November.

FARES TO LONDON "A" 1st Class £88. 2nd Class £80.

"B" 1st Class £80. 2nd Class £55.

### ORIENTAL-AFRICAN LINE.

MAURITIUS & SOUTH AFRICA.

S.S. "YUENSANG" From Hong Kong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London,  
Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.



WATSON'S

## HOUSEHOLD AMMONIA

INVIGORATING AND REFRESHING  
IN THE BATH.

No bathing party should be without it, as  
Applied to stings of Jelly Fish and Jelly  
Bugs it causes almost immediate relief.

Cleanses silver and plated ware quicker and  
better than anything else.

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The Hongkong Dispensary.

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MEALS SERVED AT ALL HOURS  
ONE DOLLAR FORTIFFIN OR DINNER  
SPECIAL MONTHLY  
BOARDER'S TICKETA Charge of \$20 For  
30 MEALS.SUMMER'S SAFEST FOOD  
Dairy Farm Ice Cream.

Summer is a Season when it behooves one to exercise care  
in the diet. It's a dangerous season for most foods.

Ice Cream is safe—at any time—in any quantity—  
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Dairy Farm Ice Cream is pure, whole-  
some, nutritious, tasty and delicious.  
Made of nothing but the richest of Cream,  
pure fruit juices and flavouring syrups.

A Food for the Children—the Adult—the Aged—  
the Invalid.

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OF NEW YORK.

FIRE-WINDSTORM-MARINE  
INSURANCE.

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PORTABLE  
GRAMOPHONE

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Better tone and more Volume  
than any other portable machine on sale.  
Weights only 18 pounds and 8 ounces  
Capacity for carrying six Records.

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less 10% discount for cash

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Victor Distributors.

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## Overland China Mail.

(The weekly edition of the "China  
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Hong Kong, Tuesday, Sept., 28, 1926.

## TYPHOON NEWS.

A couple of months ago—on July  
24—we had occasion to comment  
in this column on the Observatory  
being placed "out of service" to the  
Press from the time that No. 1  
typhoon signal is hoisted, until  
danger is over and all signals  
taken down. As we stated then  
we must partly repeat in the light  
of our experience yesterday. It  
is easy to appreciate that the ap-  
proach of a typhoon involves con-  
siderable extra work for the staff  
of our local Observatory. The  
need for assuring a minimum of  
interference with the discharge of  
their duties in making meteorologi-  
cal observations is none the less  
apparent. With the principle of  
eliminating unnecessary tele-  
phonic calls to the Observatory at  
times when there is danger of a  
typhoon approaching, we have  
nothing but approval. But is the  
whole community to suffer for the  
conduct of a few who in the past  
may have been unable to exercise  
a little patience and proved them-  
selves a nuisance by ringing up for  
the latest position which hitherto  
the morning and afternoon news-  
papers have been able to give  
them? Apparently the Govern-  
ment has decided that it must,  
for such is the effect of the order  
relating to telephonic communica-  
tion with the Observatory, re-  
stricting such to a list of persons  
in which are not those of the local  
newspapers. It must be obvious  
that the Press is the most suitable  
medium for informing the public  
as to the necessity for taking  
certain precautions and the Govern-  
ment is greatly to be blamed  
for its incomprehensible omission  
of the newspapers from the list of  
those who may ring up the Obser-  
vatory.

The Government has admitted a  
select few to the circle who may  
ring up the Observatory every five  
minutes, if they so desire, to  
learn the latest typhoon develop-  
ments. But, recognising—as it  
must—that each of the daily  
newspapers and the one  
Sunday newspaper will only  
communicate with the Obser-  
vatory once (before going to  
press), it adamantly declines to  
recognise the right of the news-  
papers to obtain the latest possi-  
ble news from the Observatory by  
telephone. Any excuse that the

Press will interfere with the ad-  
mittedly important work at the  
Observatory during a typhoon  
danger period will not hold water.  
Already a certain limited  
few are "put through" without  
any quibble. Why not only four  
more—or practically two more  
simultaneously seeing that the  
evening and morning news-  
paper staffs are on duty at totally  
different hours? Even if the pre-  
sent favoured few were  
to be eliminated from the  
existing list of those who  
may telephone to the Obser-  
vatory during the development of  
a typhoon, we would still state—  
and that most emphatically—that  
the Press have the right to be  
given all possible information  
direct from the Observatory be-  
fore going to press. That informa-  
tion is in the public interest,  
and it must be forthcoming with-  
out any "instructions" to the con-  
trary to the employees of a pri-  
vate telephone company.

Take yesterday's typhoon as an  
example of the inane methods per-  
mitted by the Government.  
Prior to the period of actual dan-  
ger it was quite easy to obtain  
news of the typhoon's progress by  
telephone from the Observatory.  
Instead of waiting for the receipt  
of the official bulletins. A special  
bulletin, however, was issued yes-  
terday, which was of paramount  
importance to the whole commu-  
nity. A formal enquiry by the  
"China Mail" at the Telephone  
Exchange elicited the same in-  
formation as two months ago—  
that the Exchange had been "in-  
structed" on certain lines and so  
could not put the "China Mail"  
through to the Observatory! Later,  
we were informed that the  
special bulletin issued by the Ob-  
servatory could be copied—  
at the Observatory itself? Oh,  
dear no! At the nearest Police  
Station? Oh, dear no! At the  
General Post Office? Oh, dear  
no!!—at the  
"Hong Kong Telegraph" office!  
Knowing that evening newspapers  
are produced at incessant rush,  
and knowing the vital importance  
of receiving official news of a  
typhoon direct from the Obser-  
vatory at the earliest possible  
moment, why were the contents  
of that special bulletin not tele-  
phoned to the "China Mail" office  
by the Observatory staff?

We protest most seriously that  
the Government takes a totally  
erroneous conception of its duties  
to the public—of which the news-  
papers are the natural channels—  
during the progress of a typhoon.  
The Government, we demand,  
must ensure that the utmost facili-  
ties are given to the Press for  
obtaining typhoon news telephon-  
ically from the Observatory.  
There must be an end of ante-  
diluvian methods that simply ob-  
struct the Press in its duty to the  
whole community!

Entombed for 50 Years.—After  
nearly half a century the Flood  
Pit at Stellanon, Nova Scotia,  
where 49 colliers were entombed  
after an explosion in 1880, has  
given up its dead. The old work-  
ings have been penetrated and  
bones, tattered clothing, leather  
bags, and books have been re-  
covered.

## TYPHOON ECHO.

"PREFERENTIAL TREATMENT"  
ON FERRY.

"KOWLOONITE'S" COMPLAINT.

[To the Editor of the "China Mail."]  
Sir,—I think publicity should  
be given to the unfair manner in  
which season ticket holders were  
treated on the "Star" ferry when  
the service recommenced at two  
o'clock.

Needless to say, a tremendous  
crowd had collected and it was  
obvious that all could not be ac-  
commodated. The Indian ferry  
attendants on duty, however,  
adopted a high handed attitude  
for which they could have had no  
authority and which should be  
brought to the notice of the re-  
sponsible officials.

As a season ticket holder, in  
common with many others, it was  
important that I should get  
across the harbour at the earliest  
possible moment to attend to  
urgent business. At the season  
ticket holders' entrance hardly a  
dozen people were allowed to go  
through for the first ferry when  
the attendants refused to let any  
more pass.

In the meantime, the same at-  
tendants were allowing dozens to  
pass who were paying their ten-  
cents as non-season ticket holders,  
this continuing for some time  
after the season ticket holders  
had been held up.

"Good business" it may be to  
attend to people who are paying  
ten cents in preference to those  
who have paid their \$6 for the  
month, but it is certainly dis-  
graceful treatment to mete out  
to those on whom the Ferry Com-  
pany is largely dependent for its  
prosperity.

Incidentally, would it not be  
possible to arrange for some  
signal which could be heard all  
over the peninsula denoting when  
the ferries have stopped and when  
they are about to commence?  
Hundreds of people walked to the  
ferry through rain and winds  
which buffeted them cruelly to  
find whether the ferries were run-  
ning or likely to run in the near  
future. The flag which indicates  
this is only visible to those in the  
near vicinity and the only alterna-  
tive to going home and chanc-  
ing whether or not the ferries  
started (for those living some  
distance away) is to hang about  
getting drenched to the skin until  
definite information is forth-  
coming through the flags hoisted.  
The guns fired on the approach  
of the typhoon are plainly heard.  
Could not something similar be  
arranged for indicating that  
ferries have stopped or are about  
to start?

Yours, etc.,

KOWLOON RESIDENT  
Hong Kong, September 28.

## CORRESPONDENCE.

ALLEGED LOCAL AUCTION  
RINGS.

RESIDENT'S ADVICE.

[To the Editor of the "China Mail."]  
Sir,—Whilst sympathising with  
your correspondent "M.W." I  
cannot help thinking that, to a  
great extent, he has himself to  
blame for not engaging the ser-  
vices of a competent auctioneer.  
"Yam Cha," or "Knock-out" as  
it is called in English, is not, per  
se, indictable or even illegal, al-  
though it is a practice highly to  
be condemned. Such being the  
case, the remedy would seem to  
be entirely in the hands of the  
auctioneer, who, if he is an honest  
man and knows his business, will  
find no difficulty in taking the  
necessary precautions to safe-  
guard the interests of his client;  
but, as mentioned above, he must  
know his business.

Yours, etc.,

C. A. R.  
Hong Kong, Sept. 27.

## THE BIG NOISE.

Place, Hong Kong: Period, Pro-  
sent; Time, about 11 a.m.  
The day was bright and sunny  
and the neighbourhood showed  
every sign of peace and order.

But suddenly, cries and roars,  
followed by a succession of "Aya's"  
and "Hee-haws," effectively dis-  
pelled the beautiful thoughts of  
tranquillity.

At the cry of "Make way there,"  
everybody immediately jumped to  
one side and made room for the  
great unknown to pass.

"Who is he?" whispered one.  
"Must be a Prince," whispered an-  
other. "Or General Chang Kai-  
shek," opined somebody else.

Everybody looked and stared and  
waited. Some smiled; some, look-  
ing at their hats. "It must be a  
Prince," they all said. But, lo!  
their disappointment was great. It  
was only a Hong Kong broker and  
his inevitable flunkies.  
"COENSTALK."

## "ANGIERS" SEQUEL.

HERION "ENOUGH TO KILL  
2½ MILLIONS."

JAPANESE CHARGED.

Criminal Sessions' proceedings  
commenced before the Chief  
Justice this morning against the  
Japanese (named Yen Ejio  
Tanaka) whom the Crown alleges  
to have had possession of seven  
trunks of heroin aboard the s.s.  
"Angiers."

In the course of the trial, the  
Attorney General (the Hon. Mr.  
J. H. Kemp) said that the total  
value of the haul was \$100,000  
and the amount was sufficient to  
kill 2½ million people.

Opening the case for the Crown,  
Mr. Kemp explained that there  
were two alternative charges  
against the prisoner, one of "un-  
lawful possession and the other of  
unlawful importation."

The dangerous drug trade, fur-  
ther stated the Attorney General,  
had been the subject of various  
international conventions and was  
the subject of certain interna-  
tional laws. The policy of these con-  
ventions included the control of  
drugs in transit i.e. that of drugs  
which might not be intended  
to land at a place but which passed  
through it.

Dealing with the statement that  
the defendant had made as to his  
having been given the trunks by a  
Chinese merchant at Marseilles  
to deliver to Shanghai and that he  
had been assured that the contents  
were watches, the Attorney Gen-  
eral said that it was unlikely that  
such a valuable cargo would have  
been entrusted to a man who had  
no knowledge as to its contents  
and who would have had to  
answer questions at the port of  
destination.

"Guilty Knowledge."  
The fact that the defendant had  
not produced a key when asked  
to by Senior Revenue Officer  
Watt who boarded the "Angiers"  
was also referred to by the At-  
torney General as indicating  
guilty knowledge. A further  
factor was the non-production by  
the defendant of the baggage  
room pass without which the de-  
fendant would not have been able  
to get his trunks. If the de-  
fendant had no knowledge of the  
contents, it was difficult to under-  
stand why he should have taken  
such pains to disassociate himself  
from the trunks.

The manager of the Messageries  
Maritime Compagnie gave, for-  
mal evidence of the fact that bag-  
gage room tickets were issued  
and that trunks would not be re-  
leased without the production of  
such tickets.

## MOONCAKE FIRE.

FESTIVAL BLAZE HELPS  
BANDITS.

\$1,000,000 DAMAGE.

[From Our Own Correspondent.]

Pakka, Kowloon, Sept. 24.

Just before the mid-autumn  
festival, a serious fire—with  
bandits joining in—broke out in  
Kowloon (silk town) causing over  
\$1,000,000 total loss.

The flames started in a mooncake  
shop at 6 p.m. on September 19 and  
soon spread in several directions.  
Not until midnight was the con-  
flagration under control, thanks to  
the help of heavy rain throughout  
the blaze.

More than 200 buildings were  
damaged.

Robbers took advantage of the  
confusion to ransack the town.  
About 20 were arrested by the  
authorities.

However, a good many victims  
were robbed or abducted for  
ransom.

## THE WEATHER.

The forecast for the 24 hours  
ending at noon to-morrow is:

(Hong Kong and coast) East winds,  
fresh; fair, cooler; (Formosa  
Channel) North east winds strong.

Rainfall for the 24 hours ending  
at 10 a.m. to-day, 1.16 inch.

The Observatory report at 11.25  
a.m. reads:

Pressure has increased consid-  
erably over S.E. China, and slightly  
from Formosa to Chefoo. It is  
stationary from the Philippines to  
S.W. Japan. The typhoon appears  
as a depression over Tongking this  
morning. An anticyclone has formed  
over China, causing a steep  
gradient from Tongking to Shan-  
tung. The existence of a typhoon  
to the east of Luzon is now doubt-  
ful. Fresh monsoon may be expected  
along the coast of China.

## \$2,000 HAUL.

NEWLY RETURNED MERCHANT  
VICTIM.

ROBBERS SENTENCED.

Two Chinese were sentenced at  
the Sessions this morning to five  
years' imprisonment and ten  
strokes of the "cat" in respect of  
a robbery at the house in Yaumati  
of a rich Chinese merchant who  
had conducted business at Birken-  
head and had recently retired, re-  
turning to Hong Kong and settling  
down at Yaumati.

Three men originally appeared  
in the dock to answer the charge  
but Mr. A. Dyer Ball, Acting  
Attorney General, said that a  
"nolle prosequi" had been entered  
in respect of the third.

The charges included robbery  
and receipt of stolen goods but on  
the prisoners pleading guilty, to  
the first count, Mr. Dyer Ball in-  
dicated that the Crown would not  
proceed on the other counts.

The prisoners, questioned by  
His Honour, Mr. Justice Wood,  
admitted having entered the  
house early in the morning, stating  
that there were three others with  
them. They also admitted taking  
money and valuable but denied  
that they were armed.

## Robbers Armed?

Mr. Dyer Ball said that no arms  
were found on prisoners when  
arrested but it had been stated in  
the course of evidence that at  
least two revolvers were held by  
members of the gang. Evidence  
showed that the robbery was  
carefully planned and consider-  
able violence had been used in  
tying up the occupants of the  
house. Jewellery and money had  
been taken to the total value of  
\$2,000 and of this, only \$500 had  
been recovered.

The owner of the house, the  
Chinese merchant in question,  
was called and, in reply to ques-  
tions by His Honour, said that  
the first prisoner had held a re-  
volver and electric torch in his  
hands when the robbery was com-  
mitted. Everyone in the house,  
including a woman and some  
children, had been tied up and  
jewellery had been taken from  
the woman's ears.

Sentence was passed as stated  
above.

## LOCAL FLOTSAM.

WHERE FINDING'S NOT  
KEEPING.

TYPHOON AFTERMATH.

While some bemoaned when the  
typhoon passed over the Colony,  
others rejoiced.

To-day Mr. J. H. B. Nihill told  
two Chinese (charged with un-  
lawful possession of a big plank  
of wood): "You people seem to  
rejoice when a typhoon comes, and  
you think that you ought to take  
the opportunity to help yourselves  
to whatever you find."

Both defendants said that they  
found the plank floating near the  
shore and they picked it up.  
They were ordered to be bound  
over on a \$50 bond for six  
months.

## Tubs From a Junk.

Three other Chinese also ap-  
peared this morning before His  
Worship, charged with stealing  
two wooden tubs, several pieces  
of wood, and with resisting ar-  
rest.

It was alleged that the first de-  
fendant stole the tubs and the  
pieces of wood from a junk which  
had drifted ashore off Kowloon  
Bay.

When the owner went to de-  
fendant, and demanded his prop-  
erty, defendant is alleged to have  
replied: "If it is yours, let us fight  
it out."

The complainant refused and  
reported the matter to the police.  
A Chinese detective was sent  
to the place, and when the first  
defendant was asked his name,  
he refused to give it.

## Policeman Hit.

The detective's hand was hit  
by the first defendant when the  
former tried to arrest him; and  
the second and third defendants  
are alleged to have aided the first  
defendant in resisting arrest.

The third man told His Wor-  
ship that he had nothing to do  
with this case, as he was only a  
neighbour of the first defendant.

His Worship dismissed all the  
defendants on the first charge for  
lack of evidence, but sentenced  
the first and second to fourteen  
days' hard labour on the second  
charge.

## COLONY'S HEALTH.

The following cases of notifiable  
disease were reported to the  
Medical Officer of Health last  
week:

One English case of diphtheria  
from the city.  
Eight cases of enteric fever  
(typhoid), 7 from the city, and one  
from Kowloon (4 deaths), of which  
6 were Chinese and 2 imported.



## OWNERS BLAMED.

(Continued from Page 1.)

## MR. BALDWIN SPEAKS.

Mistakes on Both Sides  
Regretted.

London, Sept. 27.

Parliament re-assembled for the purpose of renewing the Emergency Regulations in connection with the coal stoppage.

In opening the proceedings in the House of Commons, Mr. S. Baldwin, Prime Minister, moved that Government business have precedence for the remainder of the session, which, in spite of Labourite opposition, was carried by the motion resulting.

For motion . . . . . 237  
Against . . . . . 122

Majority . . . . . 115

There were subdued hisses from the Opposition Benches and Ministerial cheers as Mr. Baldwin began a statement on the coal situation.

The Prime Minister emphasised the singular inability of the coal industry to settle its own affairs and the disposition on both sides to look to Parliament to extricate them from their difficulties. He alluded to the Samuel proposals in May, which were turned down. If the men had accepted them the Government would have used its whole strength to secure their adoption, but when the offer was turned down he felt that almost the last chance of an agreed peace had vanished.

## Owners' Grave Mistake.

Mr. Baldwin said he thought that the owners had made a grave mistake in declining Mr. Winston Churchill's recent invitation for a tripartite conference. (Opposition cheers.) They had acted stupidly and with lack of courtesy toward the Government. He declared that the miners' recent offer to recommend a certain reduction of wages was the first definite move they had made, and the Government was most anxious to examine it; but he thought it was impossible to get the pits opened unless the proprietors knew what terms they would have to pay, whereas, in discussing the terms with the miners, the Government was unable to get the question of flexibility of hours considered.

## Efforts Have Failed.

In the circumstances they had got pretty well to the end of their powers of mediation. Their efforts had failed. Nevertheless, although their last proposals had been rejected, they were willing to let them stand for a short time further.

The Prime Minister finally detailed the financial loss not only directly but by the public assistance granted to unemployed, in consequence of which rates became involved in a debt which bore on every industry. This was one more proof, as the whole past 21 weeks was proof (where the men had practically come to a point to-day which, if they had reached it at the beginning, we could have had a settlement) of the lamentable folly of the method of trying to settle disputes which gave satisfaction to nobody except a small minority which hoped to thrive on the unhappiness of the country.

## GOVERNMENT CRITICISED.

Had "Never Played a Straight Hand."

Mr. J. Ramsay MacDonald, Labour Leader, criticised the Government's failure to insist on a national agreement. "The Government had never played a straight hand." (Loud Labourite cheers.)

He declared that if the miners some weeks hence—perhaps some months in some places—descended the pits again shepherded by despair and starvation, the owners would thank the Prime Minister for his assistance, but what happened would not be a sign of triumph but an increase of hate, which would banish hopes of peace and goodwill.

Let the Government reconsider its position. There was no sign of a serious breakaway nor a sign of peace.

## GOVERNMENT'S DUTY.

To Act Under Emergency Regulations.

Mr. D. Lloyd-George, Liberal leader, argued that if the owners rejected terms which the Government considered fair, the Government's duty was to take the necessary steps to re-open the pits under the Emergency Regulations.

## GOVERNMENT DEFENDED.

No Change of Policy.

Mr. Winston Churchill, Chancellor of the Exchequer, denied that the Government had in any

way changed its policy. On the other hand he wrote to Mr. Baldwin on September 6 suggesting that, in the event of the owners refusing to conduct national negotiations, the miners would be advised to recommend the men to begin district negotiations, and the Government would deny indulgence of the Eight-Hours Act to any pit not confirming certain conditions.

The Chancellor emphasised that the Government did not intend being led into a course of action approximating even to temporary nationalisation of mines.

There were definite means of putting pressure on the owners, and, if that failed there were means of assuring the miners of something in the way of a national structure, namely, an Appeal Tribunal, also insuring the settlements reached from the viewpoint of fairness and coordination by an impartial and independent Tribunal.

## Weapons of Economic Truth.

Mr. Churchill did not think that the miners' proposals had armed the Government with weapons of economic truth, which it required for a solution of the problem, but he in no way under-rated the importance of those proposals, which would have prevented a stoppage, saved a loss of from £45,000,000 to £50,000,000 in wages, and averted the whole loss to the industry.

On the other hand, the Government's new proposals, if accepted, would end the dispute because, when district negotiations were begun and there was widespread resumption of work, the Government would be bound to produce legislation.

## DANGER OF INTERVENTION.

"Owners Acted With Stupidity."

Rugby, Sept. 27.

The Prime Minister, in the House of Commons, opened the debate on the coal deadlock. He said the coal industry had for some years past shown a singular inability to settle its own problems. That very inability had brought into the field a political element which had helped in keeping alive the feeling of uncertainty which prevented the industry settling down. He was convinced that Parliamentary intervention had its danger in that it took away from those in the industry a sense of outward responsibility. Generally speaking, the Government had endeavoured to assume the attitude of mediator and negotiator rather than direct participant.

The Prime Minister reviewed the history of the present dispute. Coming to the latest phase he referred to the fact that Mr. Winston Churchill had acted for him during his absence from the country. He was in daily communication with Mr. Churchill, and he thought that Mr. Churchill and his colleagues had handled a very difficult situation with skill and zeal. He would leave Mr. Churchill to tell his own story. He mentioned, however, that Mr. Churchill, on being requested to call a tripartite conference, issued invitations to such a conference. The miners accepted and the owners declined. He thought that the owners made a very grave mistake and had acted with stupidity and want of courtesy to the Government. In the discussions which took place after his return from France, he and his colleagues had made proposals with the object of seeing whether there was any possibility of getting a form of national agreement which might be possible of acceptance after this long time by both parties. They had offered to set up a National Appeal Tribunal to which, after district settlements had been reached, these might be referred for revision. The miners, in reply, had submitted counter-proposals in which they made the first definite move after four months. They said they were prepared to recommend a certain reduction of wages, but they showed no flexibility on the question of hours. The Government's efforts had failed, but, although its proposals had been rejected, it was perfectly willing that those proposals should stand for a short time yet.

## Government Committed.

Mr. J. Ramsay MacDonald, the Labour Leader, pointed out that when on September 3 the Miners' Executive wrote a letter to Mr. Churchill asking the Government to convene a tripartite conference and declared themselves prepared to negotiate for a national agreement with a view to a reduction in labour costs, the Government published simultaneously a communique declaring that the miners' letter constituted a basis sufficient to justify them in asking the Coal Owners' Association to resume negotiations. The miners' letter was written because, as a result of informal conversations, it was known that with it this Government communication would be issued giving the position of the Government. The Labour Party, which had taken a part in the preliminary informal conversations, felt that they had got things moving, and last night (Mr. MacDonald) suggested that Mr. Churchill eventually found

that legislation permitting an eight-hours day stood in the way of a national agreement. By the Eight-Hours Act the Government had committed itself to the coal owners against a national agreement unless it abrogated the Eight-Hours Act. He (Mr. MacDonald) proposed that the Government should pass a Bill of one clause declaring that the Eight-Hours Act should not come into operation until an appointed day. He declared that it would knock perhaps two months off the duration of the coal dispute.

## Change of Front?

Mr. D. Lloyd-George, Liberal Leader, said that Government had not pursued a consistent course. Mr. Churchill had been forced by pressure, which could be guessed at, to go back upon the proposals which he himself brought forward. But the plan was to allow Mr. Churchill to get along with the negotiations which he had begun. The miners had put forward proposals which the Prime Minister had described as being of a character which, if they had been made months ago, would have ended in an honourable settlement. Mr. Churchill had described these proposals to the coal owners as affording a fair basis for negotiations. The miners had gone very far. The owners had rejected these proposals in toto. If the mine owners rejected terms which the Government, acting with full responsibility on behalf of the community as a whole, regarded as fair and just, then he certainly thought that there had never been any promise to the Miners' Federation or their representatives that the Government could have obtained what it wished or that it could procure a conference which the miners asked for or a national settlement which they desired. The Government never promised them a national agreement. The Government presented the coal owners to enter into a three-cornered conference, and he did not consider that it would have been possible to have pressed them more strongly than the Government did. In his opinion there was not any vital difference between the miners and the owners on several of the most important national principles which should govern a settlement. There was reason to believe that the Miners' Federation themselves, whilst adhering most strongly to the principle of a national minimum percentage, were prepared to consider variations of that percentage which would meet the case of districts where peculiar conditions prevailed.

## Mr. Churchill's Defence.

"I am told," said Mr. Churchill, "that I have been abandoned and humiliated and thrown over. I am got in the slightest bit conscious of the truth of any of these statements." There was no truth in the charge that there was disagreement between himself and the Prime Minister. Their policy was exactly the same. He did not believe that all these negotiations had prolonged the dispute, as was said, but rather they had tended toward settlements. If the owners had accepted the invitation to come into a conference, they would have found out exactly what the miners meant by being willing to consider a reduction of labour costs and whether they were willing to face the economic facts of the situation. The result would have been that they would have got a perfectly clear situation. If there had been any prolongation of the dispute through negotiations it was entirely the fault of the coal owners, who had not accepted the considered invitation of the Government. He could quite understand the feelings of provocation on the part of the owners after the losses they had suffered, and the feelings they had had over all these years that national negotiations had been the cause of friction, but it was a serious thing for any body of citizens to show so little respect to the lawfully constituted Government of the country in a matter of this kind. He did not advocate a national settlement as against district settlements. What the Government wanted was a good and fair settlement, and he indicated that any settlement in the long run would have to compromise national and district settlements.—British Wireless Service.

## COTTON PRICES.

PROGRESS OF NEW SCHEME  
IN MANCHESTER.

£200,000 CAPITAL.

London, Sept. 27.

Further progress has been made with the Manchester scheme for the Cotton Yarn Association, Limited, which aims at undercutting prices. Application forms and ballot papers for the election of Directors have been sent out to 238 mills spinning American cotton.

The Association's Capital will eventually be £200,000. The Directors will be elected on September 30.

## WAR GUILT.

NOT ALL GERMANS WERE  
RESPONSIBLE.

## POINCARÉ'S IMPLICATION.

London, Sept. 27.

The possibility of a Franco-German Agreement appears to be increased in view of a speech by M. Poincaré at the Congress of National Union for disabled soldiers at St. Germain yesterday.

The Premier pleaded for a Franco-German reconciliation, remarking that not all Germans were responsible for the war, thus by implication exonerating the German people as distinct from their leaders.

The speech is praised by the Left as well as by the Right newspapers, and the Socialist paper "L'Oeuvre," remarks that it will disillusion those who pretended to see incompatibility between the viewpoints of M. Briand and M. Poincaré.

Meanwhile, Dr. Stresemann, in an interview with the Berlin correspondent of "Le Matin," was optimistic with regard to the eventual conclusion of an agreement. He uttered a warning against stories of big financial bargains, and said that it could be taken that both countries would make sacrifices of Treaty rights and privileges. He intimated that the fundamental question was evacuation of the Rhineland in return for German financial assistance to France.—Reuter.

## German Press Comments.

Berlin, Sept. 27.

The newspapers strongly resent M. Poincaré's speech at St. Germain. The "Tages Zeitung" says that the speech shows M. Poincaré to be the same "old mischief-maker and hypocrite."

The "Kreuz Zeitung," the organ of the Prussian Right, asserts that M. Poincaré was chiefly responsible for the world war! It adds that the question of war guilt affects the honour of all Germans!

The "Soeren Zeitung" remarks that it would be foolish to deny, after M. Poincaré's speech, that the war guilt lie, now as always, will be an obstacle to Franco-German reconciliation.

The "Berliner Tageblatt" refuses to take the speech too seriously. It is convinced that the policy of M. Briand and Dr. Stresemann is the right one and will be supported by the vast majority of Frenchmen and Germans.—Reuter.

## German Imperialists Blamed.

Paris, Sept. 27.

Speaking at the Council-General of the Meuse, M. Poincaré said that he had never pursued a policy of resentment or hatred toward Germany. He was ready to attempt reconciliation, provided that such attempt did not clash with France's Treaty alliances nor cast doubt on the Imperial German Government's war responsibilities. France would do her utmost to provide for distressed humanity a less sombre future than in the past, but she was neither ready to sacrifice contractual rights nor slacken her vigilance.—Reuter.

## CLARION CALL.

EFFORTS FOR RECOVERY OF  
FRANCE.

TO AVERT CATASTROPHE.

Paris, Sept. 27.

A clarion call to the country to unite in the efforts to labour energetically for the country's recovery was uttered by M. Poincaré, the Premier, in a speech to the Council-General of the Meuse.

He declared that the impression of lack of resoluteness would be unfavourable both in France and abroad. He laid down alternatives to imminent catastrophe and a period of severe sacrifices.—Reuter.

## WANHSIEN ECHO.

2 B. & S. SHIPS NOW  
RETURNED.

Hankow, Sept. 27.

General Yan Sen has released the captured steamers.

That the anti-foreign feeling in Szechuan has reached its height is demonstrated by the evacuation of 76 foreigners, mainly women and children, from Chungking. As the students and labourers, assisted by the militia, were threatening their lives, the authorities advised them to leave immediately.

Forty-two have arrived at Hankow, whilst the remainder stopped at Ichang. It is learned from Chungking that the evacuated residences have been looted.

Later.

General Yan Sen has now released the two British-owned steamers, whose seizure by him caused the recent incident at Wanhsien.—Reuter.

## PAIN IN THE STOMACH.

It is most annoying, as well as disagreeable, to be troubled with pain in the stomach, and there is no cure for it for one dose of Chamberlain's Colic, Diarrhoea Remedy will stop the pain. Sold everywhere.

## £80,000-HAUL.

MAIL BAGS OF VALUABLE  
GEMS.

FOUR ARRESTS REPORTED.

London, Sept. 27.

Following an all-night vigil the Scotland Yard flying squad raided a house in Finsbury Park and detained four men in connection with the mail van robbery mentioned yesterday.

Three bags of registered packets, were collected at Hutton Garden Post Office, in the centre of the London diamond market, before the van went to Smithfield. Many contained gems posted by diamond merchants.—Reuter.

## Men Released.

London, Sept. 27.

The four men arrested were subsequently released, witnesses being unable to identify them.—Reuter.

## RUSSIAN'S ARREST.

ALLEGED THREAT TWO  
YEARS AGO.

MURDER TRIAL SEQUEL.

Berne, Sept. 27.

The Federal Council has decided to deport Grunberg. It is stated that Grunberg is mentally deficient.—Reuter.

## Previous Cables.

Geneva, Sept. 27.

The Police have arrested a Russian named Leopold Grunberg, who arrived in Geneva from Zurich, on the ground of alleged threats against M. Motta and M. Aubert, who defended Conrad when he was tried for the murder of the Russian delegate, Worowski, two years ago.

Geneva, Sept. 27.

Grunberg is alleged to have admitted that he wanted to avenge Worowski and intended to attempt the life of Aubert or, failing him, Motta.

Grunberg was unarmed, but the authorities regard him as a dangerous crank. It is stated that he is a native of Zurich, where he has been under restraint, but he escaped. He will be sent back to Zurich.

## SOVIET SPY.

WELL KNOWN COUNT'S ARREST  
IN WARSAW.

PAST POLISH SERVICE.

Warsaw, Sept. 27.

The Military Police have arrested Count Schuvalov, an ex-officer of the Russian Imperial Guard, who was once employed in the Polish War Office and is well known socially, on a charge of espionage on behalf of the Soviet Government.—Reuter.

## Shadows Before.

COMING EVENTS ANNOUNCED  
IN THE "MAIL."

## Entertainments.

September 28—Queen's Theatre:

"Wasley Barry" in "The Fighting Cub."

September 28—World Theatre:

"Lightning."

September 28—Star Theatre:

"The Branding Iron" from 5.30 to 8.30 p.m.

September 28—The Globe Trotters' Grand Opening night at the Star Theatre, Kowloon, 9.15 p.m.

September 29—Social dance at the Dockyard Young Men's Club, 6.45 p.m.

October 21—Grand Concert under the auspices of the Navy League.

## Sports.

October 6-9—Annual aquatic sports of the Victoria Recreation Club.

October 9—Fourth race meeting of the Hong Kong Jockey Club at Happy Valley.

## Auctions.

September 28-29—At No. 12 Branksome Towers, May Road, furniture and effects of the late Dr. J. C. D. Allen, 2.30 p.m. and 11 a.m. respectively.

September 30—At No. 538 Nathan Road, 1st floor (opposite Orient Building) household furniture, 2.45 p.m.

## Miscellaneous.

October 2—Farewell dinner at the Royal Naval Theatre, 8 p.m.

December 6—Matriculation, senior and junior local examinations will begin at the Hong Kong University.

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and  
COOK IN COMFORTA Gas Cooker is a  
Household Treasure

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A FINE SOFT MELLOW FLAVOUR.

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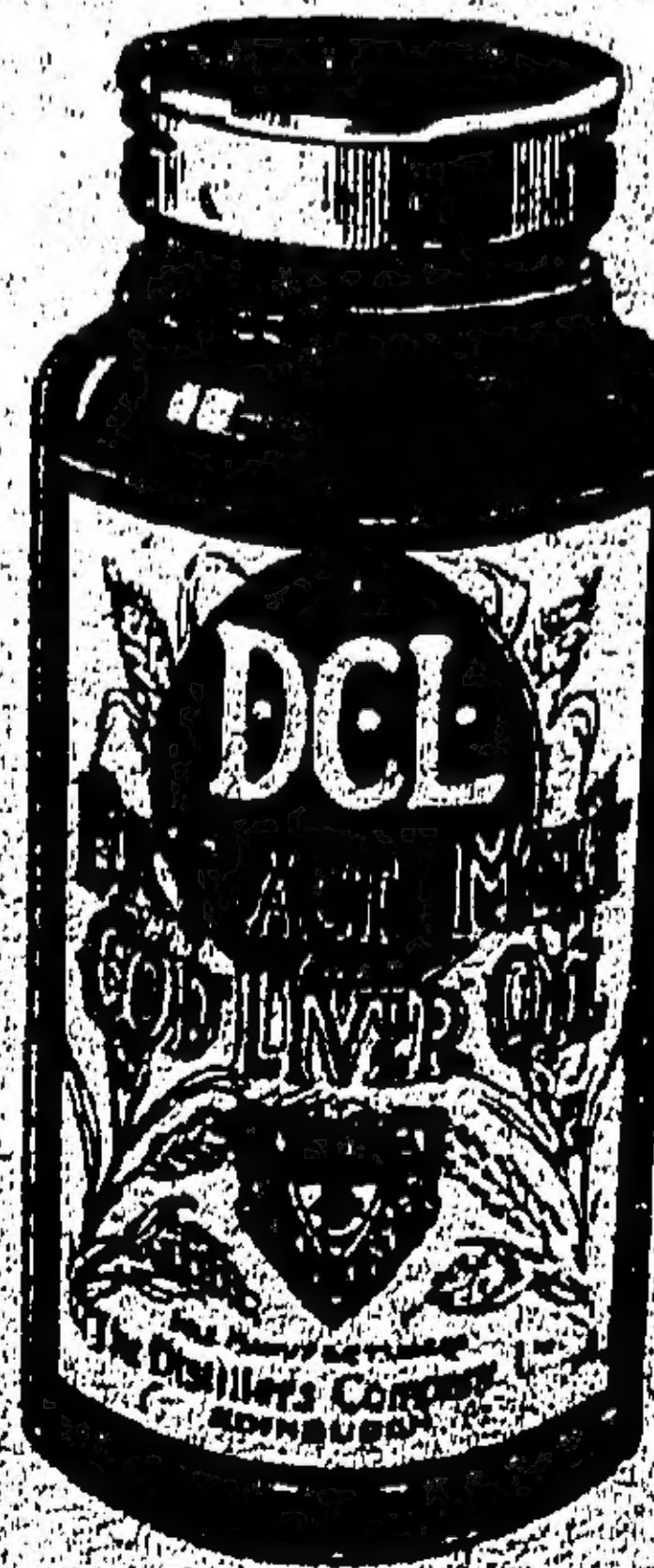
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## LOCAL AND GENERAL NEWS.

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High Class English Jewellery.

### HAS THE BOYCOTT ENDED?

THE PAPERS SAY SO. WE  
LIKE YOU, HOPE SO.  
TO CELEBRATE THIS OCCASION,  
WE HAVE ARRANGED A

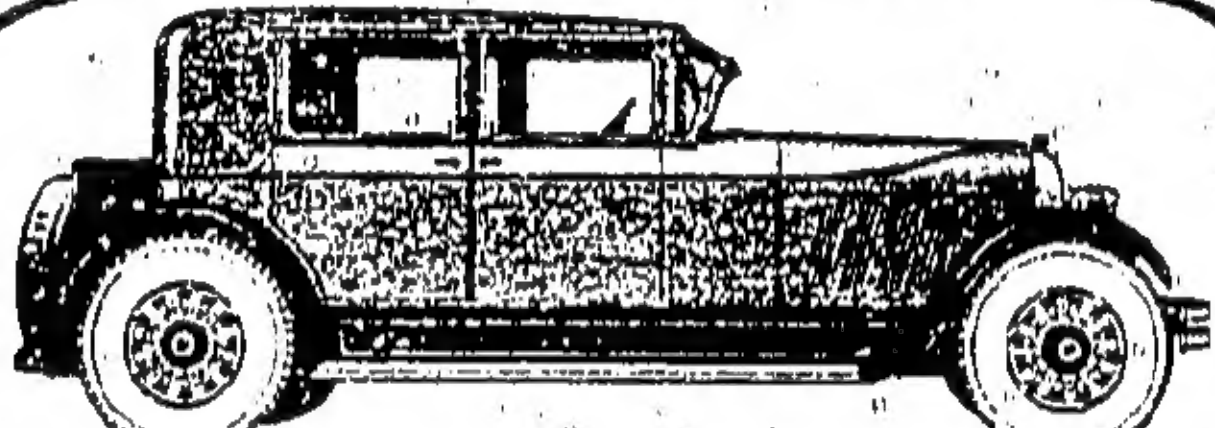
### GRAND GALA DINNER DANCING

ON  
SATURDAY, October 2nd, at 8.30 p.m.  
AT  
THE CAFE RESTAURANT PARISIEN

EVERY COUPLE ON THE FLOOR WILL BE  
PRESENTED WITH A HANDSOME SOUVENIR ON  
THIS AUSPICIOUS OCCASION.

RESERVE YOUR TABLE AT ONCE.

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Beautiful scenes of all parts of this part of Hongkong.



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Artistic photographer, Phone: C. 4022,  
7, Wyndham Street.

Lighting-up time to-day is at 6.18 p.m.

To-morrow is Michaelmas Day and the Day of St. Michael and All Angels.

Journalists, publishers, reporters etc., have formally inaugurated an association at Kongmoon.—Our own correspondent.

Work has now commenced at Kongmoon city on the building of a bund and maloo (modern road) in the business centre, along the river bank.—Our own correspondent.

Demanding better terms, employees of the Sunning Railway (in Kwangtung) went on strike on Sept. 23 and the train service stopped that afternoon.—Our own correspondent.

The seizure of 2,100 tablets of opium concealed in a secret compartment of the cabin locker on board the s.s. "Tijlebot" on her arrival from Amoy on Saturday was made by revenue officers. No arrests were made, but two members of the Chinese crew have absconded.

At the Kowloon Magistracy yesterday, Mr. C. R. F. Johnston, of Messrs. A. S. Watson & Company, was fined \$5 for disobeying a traffic signal at the "Star" Ferry wharf. A similar fine was imposed on Mr. G. E. L. Johnson, of the P.W.D., for not carrying a motor horn on his cycle.

During excavations at Southampton a skeleton was discovered buried face downwards 20 ft. deep in some old bank premises. It is believed to date from the sixteenth century, when it was the practice to bury executed traitors in this fashion. The spot is only a few yards from the old court-house, where, in an earlier age, King Henry V. tried and condemned conspirators on the eve of his sailing for Agincourt.

Owing to the typhoon, the adjourned inquiry into the Pokfulam pumping station deaths fixed for yesterday afternoon had to be postponed until to-morrow afternoon. Due to the same cause, the case in which Captain Weston and Mr. T. S. Jeffery have taken out summonses for assault against a telephone employee, who has in turn taken out cross-summonses, was adjourned for hearing at the Kowloon Magistracy on Friday afternoon.

A carnival is announced to take place at the Repulse Bay Hotel next Saturday evening. Dinner will be \$4 per head, and fancy or evening dress is optional. There will be a late bus to the Hong Kong Hotel at 12.30 a.m. Tables for the Carnival may now be booked.

Hong Kong residents who went to Macao on Sunday for an excursion met pleasant weather except, perhaps, for the humidity in the atmosphere and the rather intense heat. The officers of the boats predicted a mild blow, and were surprised to see the clouds go up after their return here.

Special services of thanksgiving and re-dedication were held on Sunday, the occasion of the Second Anniversary of the opening of the Union Church, Kowloon. In the morning a children's service was held at ten o'clock, while at the eleven o'clock service the preacher was the Pastor, the Rev. J. Horace Johnston, M.A. At the evening service the Rev. J. Kirk Macdonald preached, and a solo was rendered by Mr. H. E. Gardner.

A friend of King Edward, discussing the latest and most ambitious effort of the Prime of Wales in "addressing the Royal British Association, expressed the view almost testily that no one knew what that fellow would be up to next. "Did you ever notice," he asked, "that the Prince never does anything that his father and grandfather regularly did as Prince of Wales, and does so many things that neither of them ever did? When King Edward was Prince and King George was Prince you could tell exactly every year what they would be doing at any specific time. There would be Newmarket, Epsom, Ascot, Goodwood, Cowes, Sandringham, foreign spas, Scotland, and so on. Their visits to Paris would be regular and the routine would be observed there. Now the present Prince does nothing regularly except fulfil his official engagements. He never goes to Newmarket and hardly ever to any flat races, except upon compulsion. He has actually been heard to describe the Derby as a great waste of time! He hardly ever goes yachting, as his father and grandfather did, and he only plays cards if he cannot get out of it."

Long before the ferries were again running yesterday afternoon, a number of launches and motor-boats were scouring the harbour, looking for what there was to pick up—a sequel which always follows a typhoon in Hong Kong.

Visitors from Macao who stopped over the week-end were prevented from returning yesterday as there was no departure. This morning the boats left as usual and the ordinary run has been resumed. There was, of course, no mail either way.

The clerk of Bridewell Royal Hospital, in New Bridge Street, certifies that the number of apprentices sent there last year by the City Chamberlain was nil. In the old days the cells for unruly and refractory City apprentices were largely occupied by way of deterrent punishment.

Before the "three guns" were fired yesterday morning one of the Chinese ferries went over from Hong Kong to Mongkok, taking with it the supply of bread for peninsula and the morning papers. But the blow had freshened to an extent whereby a return trip was deemed inexpedient and the ferry went to shelter instead.

Because the storm started during the night—and there was no previous warning during the day—a good many signboards were blown down in Chinatown early yesterday morning. Usually Chinese business establishments secure their suspended signboards when the "black" typhoon signal goes up. Fokis who woke up yesterday had, in some cases, to retrieve those long pieces of wood from several doors away.

Mr. P. I. Burgers, a well-known Hollander, who toured South Africa for the purpose of investigating emigration possibilities from the Dutch agricultural point of view, has expressed the view that South African farming, on the whole, is a very risky proposition without adequate capital. He believes that the mixed, fruit and cattle-breeding farms on irrigated land offer the best prospects of success. He strongly favours co-operation and group emigration to irrigated lands, and declares that a Dutch settler in the Cape province possessing £1,000 to £2,000 ought to be able to make for himself and his family a much better living than is possible in Holland.—Africa World.

## SOCIAL AND PERSONAL NEWS.

The Dockyard Young Men's Club will hold a social dance in the club room at 6.45 p.m. to-morrow.

The Hong Kong Interport Golf Team are due to leave for Shanghai to-morrow on the Messageries Maritime s.s. "Angkor."

According to Mr. John Stevenson, the recent return to London of Mr. R. F. Johnston, C.B.E., tutor to the exiled boy Emperor of China Hsuan Tang, will set many people thinking about the incongruous settings in which Englishmen from time to time find themselves, and yet manage to the amazement and admiration of men of other races to handle unfamiliar and difficult situations as if to the manner born.

A writer in the "Daily Graphic" speaks of meeting Mr. Oscar Cook, a publisher, who tried sleeping on the Embankment once and found it more than enough. Mr. Cook has a novel of his own called "The Seventh Wave," coming out soon. Years ago he used to be a district officer in British North Borneo, but "went sick and came home in 1921 without a beam." After his Embankment experience he went gold mining in West Africa, but returned to make his first real lucky strike when he met his wife, Christine Campbell-Thompson, also a novelist with a new book just out.

The following appointments to the Colonial Service have been made by the Secretary of State for the Colonies:—Straits Settlements.—Mrs. C. H. Duke, M.A., M.B., Ch.B., D.F.H., to Lady Medical Officer; Mr. D. I. Gracey, M.B., Ch.B., B.A.O., to Medical Officer; Capt. E. R. Davies, M.A., to Mathematics Master; Mr. W. H. Thorne, to Puisne Judge. Malay States.—Miss W. H. Mitchell, M.B., Ch.B., to Lady Medical Officer; Mr. F. W. Perry, to Assistant Superintendent, Posts and Telegraphs Department; Mr. A. B. Walton, B.Sc., to Assistant Conservator of Forests; Lieut. E. Sykes, to Assistant Superintendent, Posts and Telegraphs Department.

Firing with a six-inch gun battery in the qualifying rounds for the King's Cup competition of the National Artillery Association at Sandown in September, No. 180 Portland Battery (Dorset Heavy Brigade) at Weymouth scored twelve hits in twelve rounds in thirty-seven seconds. This is believed to be a gunnery record in the service.

Calcutta is unable to shake off the incubus of communal suspicion and hatred. In every part of India except in the chief City of all and in Basti, in the United Provinces, where the personal bravery of the Police Superintendent, saved the situation, the great Mahomedan ceremony passed off quietly, although, of course, in many places elaborate precautions had to be taken.

The Ukrainian separatist movement which was suppressed by Moscow eighteen months ago is again manifesting itself. According to the Baltic Press a majority of the Ukraine executive whom the officials at Moscow are now powerless to crush are separatists anxious to take advantage of the party disorders at Moscow to obtain separation from Moscow and the Soviet Union. The Moscow Government considers, it is added, that the Ukraine movement is the trump card of the Western Imperialists, and intends to take energetic measures in the near future.

Recent papers seem to have been full of brighter news for the married woman. A London evening paper announces proudly that "Married women won the prizes in an ankle show at Clapham, Beds." (Why there should be supposed to be any connection between matrimony and large feet and thick ankles is left unexplained), and at Amsterdam, to the International Federation of University Women, "Mrs. Frank Galbraith, of New Jersey, addressed the Congress on her experiences as the mother of eleven children and president of a firm of industrial engineers." This is creditable but not particularly surprising; the successful president of a nursery of eleven should obviously be able to reduce even an industrial engineer to reason. In fact, to go down to the works and do a little strike breaking must be a nice quiet change from the nursery. Even if it is only an annual meeting, experience should tell—the hand that has rocked the cradle (eleven times) should be equal to controlling the savagery set of shareholders.

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### BEST PORTLAND CEMENT

SHEWAN, TOMES & CO.,  
General Managers  
HONGKONG.

### REPULSE BAY HOTEL

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SATURDAY, 2nd October, 1926.

DINNER \$4.00 PER HEAD.

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LATE BUS TO THE HONGKONG HOTEL 12.30 a.m.

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every domestic article requiring  
a stained and varnished finish

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Oaks—Walnut  
Mahogany—Satinwood  
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Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and Durable.

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You will admire our nice variety of Silk Goods and find many Articles suitable for Wedding and Birthday Presents, as well as Prices for Mahjong and Bridge Parties ranging from 50 cents upwards.

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WITH daytime frocks of gossamer thinness and revealing evening gowns your skin must be free from hair blemish and your arms from armpit to wrist immaculate. The presence of superfluous hair is most distasteful.

Protect your reputation for freshness and smartness with X-BAZIN. Safe and delightfully fragrant, X-BAZIN will not coarsen, darken or encourage the future growth of hair. And most important of all, X-BAZIN leaves the skin creamy, soft and as cleanly modelled as a thing of sculpture. Today, before you don a sheer dress, make sure that you are exquisitely clean—with X-BAZIN.

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Famous French Way of Removing Hair

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Estimates furnished on application.  
Hongkong, April 1, 1924.

# ASAHI BEER

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Agents:  
MITSUI  
BUSSAN  
KAISHA.



## NEWS BY MAIL.

The Co-Optimists are seeking the loan of two "bone-shaker" bicycles for their performance at His Majesty's Theatre.

There were in one day 279 canal boats in the Port of London. Of these, 87 had children on board. The children numbered 168.

Locusts have done much damage to the abundant crops in the Sultanate of Lahor and other districts in the vicinity of Aden.

The Roman Catholic Church at Three Rivers (Quebec) has been destroyed by fire. The damage is estimated at \$60,000.

At Tipton, Staffs, a man who was fined 1s. for keeping a linnet in too small a cage, sold it to the magistrate for the same amount, and the bird was released.

The London, Midland and Scottish Railway is building, at the Horwicks and Crewe works, 100 locomotives for fast goods traffic and heavy excursion trains.

The Australian Senate have passed the Cotton Bounty Bill and both Houses adjourned until a date to be fixed later. They will probably hold a short session early in 1927.

A new air route between Salzburg and Munich has been opened. The transit lasts 70 minutes. Fokker five-seaters are employed, and passengers, mails, and goods are carried.

An Athens telegram states that the Greek Premier has announced that he anticipates that negotiations with Great Britain for the settlement of war debts will be resumed shortly.

A verdict of "Death by Misadventure" was returned at Brixton in the case of John Thomas Vile, aged 69, of Plato Road, Brixton, who drank belladonna and acetonite in mistake for whisky.

Cardinal Bourne, Archbishop of Westminster, and 120 British priests and pilgrims, visited the convent of St. Gildard and the tomb of the Blessed Bernadette at Nevers, France.

The apple crop in Essex is one of the worst known during the past 50 years. There was an exceptional abundance of blossom, but cold winds and rain during the flowering period prevented fertilisation.

A hundred medical undergraduates from Cambridge and Oxford sailed from Liverpool in the Cunarder "Aurania" for a tour of the chief universities hospitals and clinics in Canada and the United States.

For having been drunk while in charge of a motor-car Albert Holland, aged 41, cabinet maker, of Hawthorn Road, Upper Edmonton,

was at the North London Police Court sentenced to a month in the second division.

An analysis by the United States Department of Commerce shows that 63 per cent. of the \$4,227,000,000 worth of goods imported into the United States last year came in duty free, being raw materials or partly manufactured goods.

Birmingham banks' clearances for the week ended August 14 amounted to \$1,828,234, a decrease of \$116,647 compared with the corresponding week of last year. The total for the year to date is \$78,020,635, a decrease of \$4,731,474.

Twelve vessels, of 31,656 tons, are reported by the Liverpool Underwriters' Association to have been posted in the Loss Book during July last. The figures compare with eight of 13,218 tons, as reported in July, 1925, and 11 of 21,246 tons, in July, 1924.

In connection with the projects for better communication in the Lower Congo, the Belgian Government has issued invitations for tenders for the construction of a port at Ango and the enlargement of the port of Matadi, the starting-point of the railway to Stanley Pool.

A message from Akyab (Burma) reports that the hill thrown up by the recent volcanic eruption near the township of Kyaukpuy is three miles long and one mile wide. A similar eruption occurred in the same area about 48 years ago. In all some 200 acres under cultivation have been destroyed.

The Orient Line announces that by certain of their steamers, beginning with the sailing from London on November 27, return tickets to Ceylon for the Christmas holidays will be issued at the special holiday fare of £105 first-class. The return journey can be made by steamers leaving Colombo up to February 9.

In addition to a contract for 41 electric freight locomotives, a new order has been received by the Metropolitan Vickers Electric Company, Limited, of Trafford Park, Manchester, from the Great Indian Peninsula Railway for an electric passenger locomotive of 2,260 h.p. capable of attaining a safe travelling speed of 85 miles per hour.

## CHAMBERLAIN'S PAIN BALM EASES PAIN.

RUB Chamberlain's Pain Balm on the painful spot. It is penetrating, starts up the circulation which carries away the congestion and pressure that causes the pain. That is how it helps rheumatic pains, lumbago, backache, neuralgia, swollen, aching joints and muscles. Sold and recommended everywhere.

## AT THE STAR.

### "THE BRANDING IRON" AT MATINEE.

"The Branding Iron" to be screened at 5.15 to-day and to-morrow is the story of a young girl, Joan Carver, who is branded by an infuriated husband, who believes her to be unfaithful.

The screams of Joan, as the iron seared her left arm, brought Prosper Gail to the ranch-house, gun in hand. Unhesitatingly he levelled his rifle and ended the torture of Joan by removing the cause. With her husband shot, acting upon the suggestion of Prosper, Joan left the ranch in a weakened condition, and fainted before she arrived at the home of Prosper.

She awoke to find herself in a warm, comfortable luxurious room, furnished in Oriental fashion.

The dramatic situations in this picture are gripping, and the powerful love theme around which the story develops is thrilling—and will not be easily forgotten.

"The Branding Iron" is a Goldwyn feature production, enacted by an all-star cast, and directed by the well known Reginald Barker.

The anniversary of the battle of Aljubarrota was celebrated recently. Near the village of that name John I. of Portugal in 1385 gained a signal victory over the Spaniards. In the battle the Portuguese were aided by English crossbowmen, which may be regarded as the real beginning of the Anglo-Portuguese alliance.

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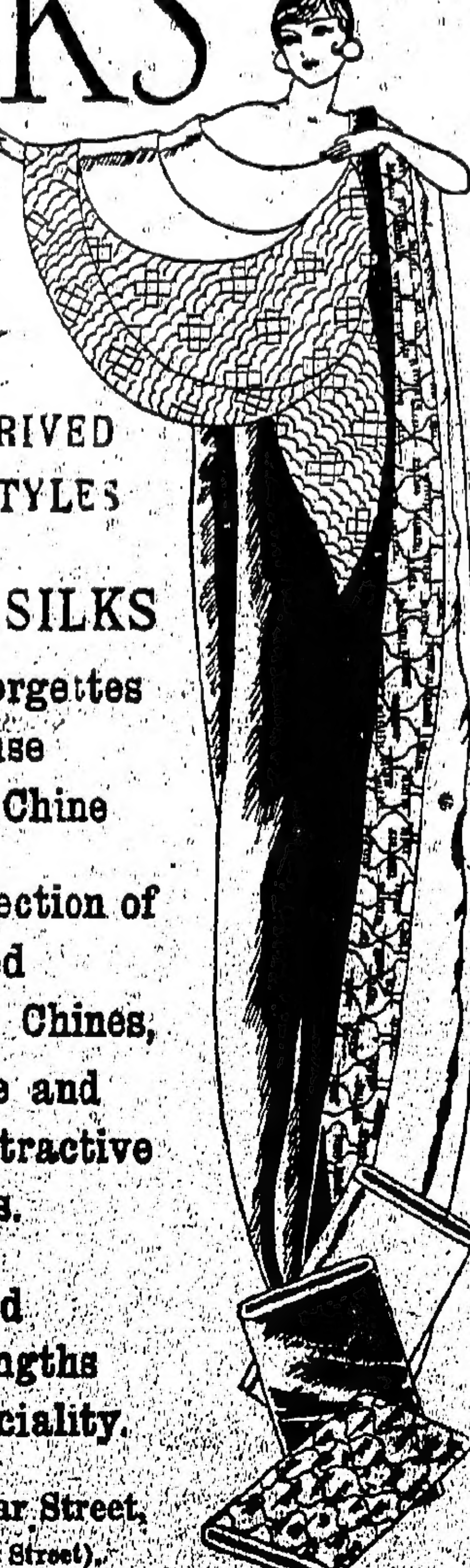
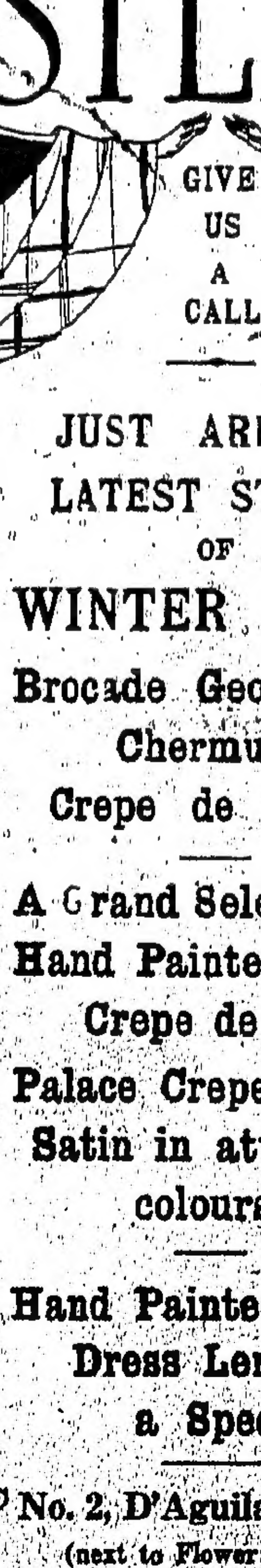
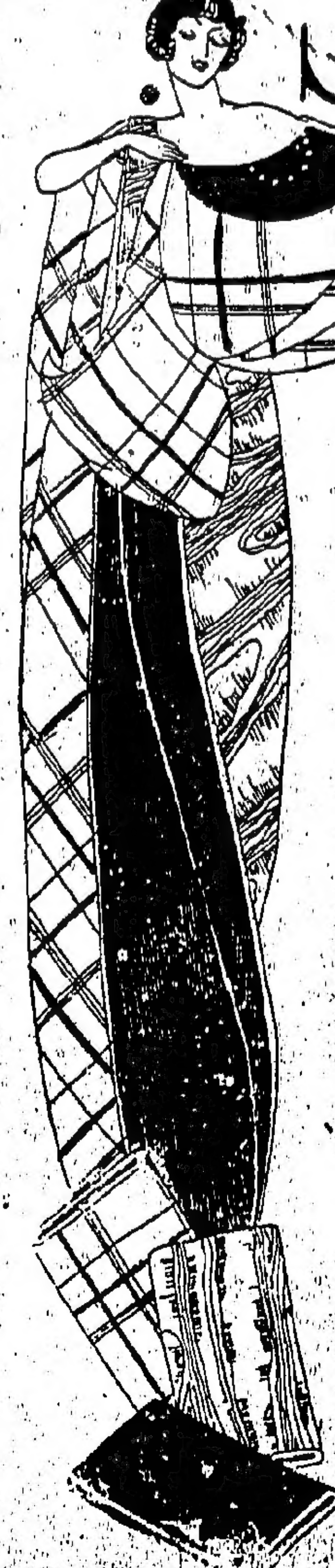
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